OHIO
Traffic Crash Facts
01/01/2015 to 12/31/2015
for the County(s)
All Counties
April 27, 2016

The 2015 Ohio Traffic Crash Facts Book is an in-depth highway safety statistical profile and analysis compiled from data supplied by law enforcement agencies across the state. This annual report provides a comprehensive look at the driving behaviors, facts and circumstances of traffic crashes on Ohio’s roads. It is aimed to help the Ohio Department of Public Safety, local law enforcement agencies and other public safety partners determine and allocate resources to improve highway safety in Ohio.

Some of the more alarming statistics remind us why traffic safety continues to deserve our attention. Last year, the state recorded 302,307 total traffic crashes and 1,110 deaths. In 2015, alcohol impaired drivers were involved in approximately 31 percent of all fatalities, and 513 motor vehicle occupants sustained fatal injuries in traffic crashes because they didn’t wear their available seatbelt.

The collaborative effort between all public safety agencies has had a significant impact on the amount of persons being killed on our roadways; however, there is still work to be done. The Ohio Department of Public Safety will continue to focus our efforts on the problems impacting our citizens the most – whether that’s impaired driving, safety belt usage or speed – because the lives of Ohioans are our top priority.

It is our hope that you will use these statistics to help educate, encourage and promote safe driving in our state.

Sincerely,

John Born, Director
Ohio Department of Public Safety

Mission Statement
"To save lives, reduce injuries and economic loss, to administer Ohio’s motor vehicle laws and to preserve the safety and well being of all citizens with the most cost-effective and service-oriented methods available."
An Equal Opportunity Employer
Ohio Department of Public Safety
Traffic Crash Facts

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NOTE – Statistical crash data contained within the 2015 Crash Facts book is based on crash reports received by O.D.P.S. as of 03/31/2016.
### Table 1.01 - General Statistics
Ohio Motor Vehicle Crash Highlights At a Glance

<table>
<thead>
<tr>
<th>From Date</th>
<th>To Date</th>
<th>County(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>01/01/2015</td>
<td>12/31/2015</td>
<td>All Counties</td>
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</tbody>
</table>

<table>
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<tr>
<th>Crashes</th>
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<td>Fatal Injury Crashes</td>
<td>1,029</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>75,109</td>
</tr>
<tr>
<td>Property Damage Only (PDO) Crashes</td>
<td>226,169</td>
</tr>
<tr>
<td><strong>Total Crashes</strong></td>
<td><strong>302,307</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>InjuryType</th>
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<tr>
<td>Non-Incapacitating InjuryType</td>
<td>42,407</td>
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<tr>
<td>Incapacitating InjuryType</td>
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<tr>
<td>Possible InjuryType</td>
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<td><strong>Total Non-Fatal InjuryType</strong></td>
<td><strong>108,394</strong></td>
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<tr>
<td><strong>Total Fatalities</strong></td>
<td><strong>1,110</strong></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Drivers</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Total Drivers In Crashes</td>
<td>501,342</td>
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<tr>
<td>Alcohol Impaired Drivers In Crashes</td>
<td>12,304</td>
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<tr>
<td><strong>Total Drivers</strong></td>
<td><strong>513,646</strong></td>
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<td><strong>Total Passengers in Crashes</strong></td>
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<table>
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<td>492,890</td>
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<tr>
<td>Other Passenger Vehicles</td>
<td>1,050</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>3,914</td>
</tr>
<tr>
<td>Med / Heavy Trucks</td>
<td>24,196</td>
</tr>
<tr>
<td>Bus / Van / Limo</td>
<td>3,593</td>
</tr>
<tr>
<td>Non-Motorist</td>
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<tr>
<td>Unknown</td>
<td>14,552</td>
</tr>
<tr>
<td><strong>Total Units in Crashes</strong></td>
<td><strong>544,740</strong></td>
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<table>
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<th>Alcohol-Related</th>
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<td>Injury</td>
<td>5,090</td>
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<td>Fatal Injury</td>
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<tr>
<td>Property Damage Only (PDO)</td>
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<td><strong>Total Alcohol-Related Crashes</strong></td>
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<td>Deaths</td>
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From Date: 01/01/2015  
To Date: 12/31/2015  
County(s): All Counties

### Table 1.01 - General Statistics

**Ohio Motor Vehicle Crash Highlights At a Glance**

- Approximately **2.8** fatal crashes each day.
- Approximately **3.0** persons were killed each day.
- One person was killed every **7.9** hours.
- There were **297.0** persons injured every day.
- One person was injured every **4.8** minutes.
- Of drivers involved in crashes, **54.8 %** are males, **42.4 %** are females, and **2.8 %** are gender not stated.
- Alcohol impaired drivers were involved in **4.07 %** of all crashes.
- Alcohol impaired drivers were involved in **31.17 %** of all fatalities.
- **72.2 %** of all alcohol impaired drivers involved in crashes were males.
- **65.7 %** of all crashes occurred during the daylight.
- Motor vehicle crashes killed **27.0** children and injured **8,572.0** children through age 14.
<table>
<thead>
<tr>
<th>Year</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
<th>Deaths</th>
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<tbody>
<tr>
<td>2011</td>
<td>942</td>
<td>73,771</td>
<td>223,118</td>
<td>297,831</td>
<td>1,016</td>
</tr>
<tr>
<td>2012</td>
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<td>72,099</td>
<td>213,955</td>
<td>287,078</td>
<td>1,122</td>
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<tr>
<td>2013</td>
<td>918</td>
<td>69,104</td>
<td>199,056</td>
<td>269,078</td>
<td>990</td>
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<td>2014</td>
<td>919</td>
<td>69,917</td>
<td>211,532</td>
<td>282,368</td>
<td>1,008</td>
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<td>2015</td>
<td>1,029</td>
<td>75,109</td>
<td>226,169</td>
<td>302,307</td>
<td>1,110</td>
</tr>
<tr>
<td></td>
<td><strong>4,832</strong></td>
<td><strong>360,000</strong></td>
<td><strong>1,073,830</strong></td>
<td><strong>1,438,662</strong></td>
<td><strong>5,246</strong></td>
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### Table 1.03 - General Statistics

**Crashes**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Injury Crashes</td>
<td>75,109</td>
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<tr>
<td>Fatal Injury Crashes</td>
<td>1,029</td>
</tr>
<tr>
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</tr>
<tr>
<td><strong>Total Crashes</strong></td>
<td><strong>302,307</strong></td>
</tr>
</tbody>
</table>

**Non-Fatal Injury Type**

<table>
<thead>
<tr>
<th>Non-Incervating Injury Type</th>
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<tbody>
<tr>
<td>Possible Injury Type</td>
<td>56,908</td>
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<tr>
<td>Incapacitating Injury Type</td>
<td>9,079</td>
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<tr>
<td><strong>Total Non-Fatal Injury Type</strong></td>
<td><strong>108,394</strong></td>
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</table>

**Fatal Injury Type**

<p>| |</p>
<table>
<thead>
<tr>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1,110</td>
</tr>
</tbody>
</table>

**Drivers**

<table>
<thead>
<tr>
<th>Drivers Type</th>
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</thead>
<tbody>
<tr>
<td>Female Drivers Involved</td>
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<tr>
<td>Male Drivers Involved</td>
<td>274,832</td>
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<td>Gender Not Stated Drivers</td>
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<tr>
<td><strong>Total Drivers</strong></td>
<td><strong>501,342</strong></td>
</tr>
</tbody>
</table>

**All Unit Types**

<table>
<thead>
<tr>
<th>All Unit Types</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Vehicles</td>
<td>492,890</td>
</tr>
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<td>24,196</td>
</tr>
<tr>
<td>Bus / Van / Limo</td>
<td>3,593</td>
</tr>
<tr>
<td>Non-Motorist</td>
<td>4,545</td>
</tr>
<tr>
<td>Unknown</td>
<td>14,552</td>
</tr>
<tr>
<td><strong>Total All Unit Types</strong></td>
<td><strong>544,740</strong></td>
</tr>
</tbody>
</table>
## Table 2.01 - Crash Statistics

### Crashes by Month

<table>
<thead>
<tr>
<th>Month</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015 January</td>
<td>80</td>
<td>6,350</td>
<td>22,383</td>
<td>28,813</td>
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<tr>
<td>2015 February</td>
<td>66</td>
<td>6,106</td>
<td>22,095</td>
<td>28,267</td>
</tr>
<tr>
<td>2015 March</td>
<td>50</td>
<td>5,432</td>
<td>17,577</td>
<td>23,059</td>
</tr>
<tr>
<td>2015 April</td>
<td>60</td>
<td>5,446</td>
<td>15,631</td>
<td>21,137</td>
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<tr>
<td>2015 May</td>
<td>102</td>
<td>6,501</td>
<td>17,570</td>
<td>24,173</td>
</tr>
<tr>
<td>2015 June</td>
<td>91</td>
<td>6,224</td>
<td>17,349</td>
<td>23,664</td>
</tr>
<tr>
<td>2015 July</td>
<td>95</td>
<td>6,566</td>
<td>17,056</td>
<td>23,717</td>
</tr>
<tr>
<td>2015 August</td>
<td>132</td>
<td>6,562</td>
<td>17,020</td>
<td>23,714</td>
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<tr>
<td>2015 September</td>
<td>93</td>
<td>6,683</td>
<td>17,911</td>
<td>24,687</td>
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<tr>
<td>2015 October</td>
<td>100</td>
<td>6,799</td>
<td>20,707</td>
<td>27,606</td>
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<tr>
<td>2015 November</td>
<td>75</td>
<td>6,218</td>
<td>21,269</td>
<td>27,562</td>
</tr>
<tr>
<td>2015 December</td>
<td>85</td>
<td>6,222</td>
<td>19,601</td>
<td>25,908</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,029</strong></td>
<td><strong>75,109</strong></td>
<td><strong>226,169</strong></td>
<td><strong>302,307</strong></td>
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</table>
### Table 2.02 - Crash Statistics
**Fatalities and Injuries by Month**

<table>
<thead>
<tr>
<th>Month</th>
<th>Fatal Injury</th>
<th>Incapacitating Injury</th>
<th>Non - Incapacitating Injury</th>
<th>Possible Injury</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>January</td>
<td>84</td>
<td>709</td>
<td>3,517</td>
<td>4,660</td>
<td>8,970</td>
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<td>February</td>
<td>79</td>
<td>583</td>
<td>3,296</td>
<td>4,822</td>
<td>8,780</td>
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<td>March</td>
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<td>680</td>
<td>2,978</td>
<td>4,111</td>
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<td>May</td>
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<td>931</td>
<td>3,819</td>
<td>4,818</td>
<td>9,677</td>
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<td>722</td>
<td>3,660</td>
<td>4,744</td>
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<td>840</td>
<td>3,886</td>
<td>4,959</td>
<td>9,782</td>
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<td>August</td>
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<td>911</td>
<td>3,824</td>
<td>4,802</td>
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<td>September</td>
<td>98</td>
<td>845</td>
<td>3,843</td>
<td>4,886</td>
<td>9,672</td>
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<td>October</td>
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<td>842</td>
<td>3,814</td>
<td>5,196</td>
<td>9,962</td>
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<td>November</td>
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<td>705</td>
<td>3,439</td>
<td>4,863</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,110</strong></td>
<td><strong>9,079</strong></td>
<td><strong>42,407</strong></td>
<td><strong>56,908</strong></td>
<td><strong>109,504</strong></td>
</tr>
</tbody>
</table>

**From Date**: 01/01/2015  
**To Date**: 12/31/2015  
**County(s)**: All Counties
<table>
<thead>
<tr>
<th>Day of Week</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday</td>
<td>153</td>
<td>8,125</td>
<td>22,892</td>
<td>31,170</td>
</tr>
<tr>
<td>Monday</td>
<td>125</td>
<td>10,998</td>
<td>33,256</td>
<td>44,379</td>
</tr>
<tr>
<td>Tuesday</td>
<td>138</td>
<td>11,144</td>
<td>33,684</td>
<td>44,966</td>
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<tr>
<td>Wednesday</td>
<td>146</td>
<td>11,022</td>
<td>34,316</td>
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<td>Thursday</td>
<td>140</td>
<td>11,027</td>
<td>34,161</td>
<td>45,328</td>
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<td>Friday</td>
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<td>12,110</td>
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<td>Saturday</td>
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<td>30,524</td>
<td>41,390</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,029</td>
<td>75,109</td>
<td>226,169</td>
<td>302,307</td>
</tr>
</tbody>
</table>
### Table 2.04 - Crash Statistics  
Injuries by Day of Week

<table>
<thead>
<tr>
<th>Day of Week</th>
<th>Fatal Injury</th>
<th>Incapacitating Injury</th>
<th>Non-Incapacitating Injury</th>
<th>Possible Injury</th>
<th>No Injury</th>
<th>Not Stated / Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday</td>
<td>171</td>
<td>1,184</td>
<td>5,096</td>
<td>5,828</td>
<td>56,018</td>
<td>0</td>
<td>68,297</td>
</tr>
<tr>
<td>Monday</td>
<td>131</td>
<td>1,264</td>
<td>6,099</td>
<td>8,226</td>
<td>83,339</td>
<td>0</td>
<td>99,059</td>
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<tr>
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<td>Wednesday</td>
<td>149</td>
<td>1,253</td>
<td>6,091</td>
<td>8,388</td>
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<td>Thursday</td>
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<tr>
<td>Friday</td>
<td>160</td>
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<td>6,726</td>
<td>9,371</td>
<td>98,645</td>
<td>0</td>
<td>116,406</td>
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<tr>
<td>Saturday</td>
<td>200</td>
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<td>6,422</td>
<td>8,133</td>
<td>79,789</td>
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<td><strong>Total</strong></td>
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<td><strong>42,407</strong></td>
<td><strong>56,908</strong></td>
<td><strong>577,296</strong></td>
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From Date: 01/01/2015  
To Date: 12/31/2015  
County(s): All Counties  
Report generated on: 5/18/2016 11:49:33 AM
<table>
<thead>
<tr>
<th>Light Condition</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
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<td>Daylight</td>
<td>527</td>
<td>51,950</td>
<td>146,116</td>
<td>198,593</td>
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<tr>
<td>Dawn</td>
<td>15</td>
<td>1,523</td>
<td>5,931</td>
<td>7,469</td>
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<tr>
<td>Dusk</td>
<td>22</td>
<td>1,843</td>
<td>5,491</td>
<td>7,356</td>
</tr>
<tr>
<td>Dark - Lighted Roadway</td>
<td>196</td>
<td>10,854</td>
<td>32,644</td>
<td>43,694</td>
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<tr>
<td>Dark - Roadway Not Lighted</td>
<td>255</td>
<td>8,035</td>
<td>30,799</td>
<td>39,089</td>
</tr>
<tr>
<td>Dark - Unknown Roadway Lighting</td>
<td>2</td>
<td>225</td>
<td>1,179</td>
<td>1,406</td>
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<tr>
<td>Glare</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>19</td>
<td>99</td>
<td>118</td>
</tr>
<tr>
<td>Unknown</td>
<td>12</td>
<td>660</td>
<td>3,910</td>
<td>4,582</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,029</strong></td>
<td><strong>75,109</strong></td>
<td><strong>226,169</strong></td>
<td><strong>302,307</strong></td>
</tr>
<tr>
<td>Manner of Collision</td>
<td>Fatal</td>
<td>Injury</td>
<td>Property Damage</td>
<td>Total</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>-------</td>
<td>--------</td>
<td>-----------------</td>
<td>--------</td>
</tr>
<tr>
<td>Not Collision Between Two Vehicles in Transport</td>
<td>551</td>
<td>22,698</td>
<td>71,671</td>
<td>94,920</td>
</tr>
<tr>
<td>Rear-end</td>
<td>77</td>
<td>23,124</td>
<td>63,542</td>
<td>86,743</td>
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<td>Head-on</td>
<td>119</td>
<td>2,688</td>
<td>2,524</td>
<td>5,331</td>
</tr>
<tr>
<td>Rear-to-rear</td>
<td>0</td>
<td>145</td>
<td>538</td>
<td>683</td>
</tr>
<tr>
<td>Backing</td>
<td>0</td>
<td>416</td>
<td>8,529</td>
<td>8,945</td>
</tr>
<tr>
<td>Angle</td>
<td>240</td>
<td>21,151</td>
<td>46,008</td>
<td>67,399</td>
</tr>
<tr>
<td>Sideswipe, same direction</td>
<td>15</td>
<td>2,557</td>
<td>23,709</td>
<td>26,281</td>
</tr>
<tr>
<td>Sideswipe, opposite direction</td>
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<td>1,133</td>
<td>4,770</td>
<td>5,912</td>
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<tr>
<td>Unknown</td>
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<td>1,197</td>
<td>4,878</td>
<td>6,093</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,029</strong></td>
<td><strong>75,109</strong></td>
<td><strong>226,169</strong></td>
<td><strong>302,307</strong></td>
</tr>
<tr>
<td>Weather Condition</td>
<td>Fatal</td>
<td>Injury</td>
<td>Property Damage</td>
<td>Total</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>-------</td>
<td>--------</td>
<td>-----------------</td>
<td>--------</td>
</tr>
<tr>
<td>Clear</td>
<td>618</td>
<td>42,341</td>
<td>125,732</td>
<td>168,691</td>
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<tr>
<td>Cloudy</td>
<td>284</td>
<td>19,730</td>
<td>57,900</td>
<td>77,914</td>
</tr>
<tr>
<td>Fog, Smog, Smoke</td>
<td>16</td>
<td>410</td>
<td>1,356</td>
<td>1,782</td>
</tr>
<tr>
<td>Rain</td>
<td>80</td>
<td>8,762</td>
<td>24,629</td>
<td>33,471</td>
</tr>
<tr>
<td>Sleet, Hail (Freezing Rain Or Drizzle)</td>
<td>5</td>
<td>345</td>
<td>1,172</td>
<td>1,522</td>
</tr>
<tr>
<td>Snow</td>
<td>17</td>
<td>2,809</td>
<td>11,385</td>
<td>14,211</td>
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<tr>
<td>Severe Crosswinds</td>
<td>2</td>
<td>39</td>
<td>175</td>
<td>216</td>
</tr>
<tr>
<td>Blowing Sand, Soil, Dirt, Snow</td>
<td>4</td>
<td>163</td>
<td>420</td>
<td>587</td>
</tr>
<tr>
<td>Other/Unknown</td>
<td>3</td>
<td>510</td>
<td>3,400</td>
<td>3,913</td>
</tr>
<tr>
<td>Total</td>
<td>1,029</td>
<td>75,109</td>
<td>226,169</td>
<td>302,307</td>
</tr>
</tbody>
</table>
### Probable Causes of Crashes by Contributing Circumstances

<table>
<thead>
<tr>
<th>Error in Question</th>
<th>Fatal</th>
<th>% of Total Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>15</td>
<td>1.5%</td>
<td>1,559</td>
<td>5,661</td>
<td>7,235</td>
</tr>
<tr>
<td>Failure to Yield</td>
<td>136</td>
<td>13.2%</td>
<td>12,705</td>
<td>24,343</td>
<td>37,184</td>
</tr>
<tr>
<td>Ran Red Light</td>
<td>20</td>
<td>1.9%</td>
<td>3,188</td>
<td>4,507</td>
<td>7,715</td>
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<tr>
<td>Ran Stop Sign</td>
<td>30</td>
<td>2.9%</td>
<td>1,708</td>
<td>2,488</td>
<td>4,226</td>
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<tr>
<td>Exceeded Speed</td>
<td>19</td>
<td>1.8%</td>
<td>164</td>
<td>215</td>
<td>398</td>
</tr>
<tr>
<td>Unsafe Speed</td>
<td>97</td>
<td>9.4%</td>
<td>3,621</td>
<td>7,248</td>
<td>10,966</td>
</tr>
<tr>
<td>Improper Turn</td>
<td>5</td>
<td>0.5%</td>
<td>1,528</td>
<td>5,821</td>
<td>7,354</td>
</tr>
<tr>
<td>Left of Center</td>
<td>106</td>
<td>10.3%</td>
<td>1,842</td>
<td>2,845</td>
<td>4,793</td>
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<tr>
<td>Followed Too Closely/ACDA</td>
<td>67</td>
<td>6.5%</td>
<td>20,702</td>
<td>56,433</td>
<td>77,202</td>
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<tr>
<td>Improper Lane Change/Passing/Off Road/</td>
<td>152</td>
<td>14.7%</td>
<td>5,818</td>
<td>20,680</td>
<td>26,650</td>
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<tr>
<td>Improper Backing</td>
<td>3</td>
<td>0.3%</td>
<td>493</td>
<td>9,559</td>
<td>10,055</td>
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<tr>
<td>Improper Start From Parked Position</td>
<td>0</td>
<td>0.0%</td>
<td>278</td>
<td>1,331</td>
<td>1,609</td>
</tr>
<tr>
<td>Stopped or Parked Illegally</td>
<td>2</td>
<td>0.2%</td>
<td>70</td>
<td>120</td>
<td>192</td>
</tr>
<tr>
<td>Operating Vehicle Negligent Manner</td>
<td>20</td>
<td>1.9%</td>
<td>751</td>
<td>1,530</td>
<td>2,301</td>
</tr>
<tr>
<td>Swerving to Avoid (Due To External Conditions)</td>
<td>4</td>
<td>0.4%</td>
<td>504</td>
<td>1,427</td>
<td>1,935</td>
</tr>
<tr>
<td>Wrong Side or Wrong Way</td>
<td>11</td>
<td>1.1%</td>
<td>186</td>
<td>336</td>
<td>533</td>
</tr>
<tr>
<td>Failure to Control</td>
<td>189</td>
<td>18.3%</td>
<td>11,946</td>
<td>32,296</td>
<td>44,431</td>
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<tr>
<td>Vision Obstruction</td>
<td>1</td>
<td>0.1%</td>
<td>88</td>
<td>377</td>
<td>466</td>
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<tr>
<td>Operating Defective Equipment</td>
<td>6</td>
<td>0.6%</td>
<td>404</td>
<td>1,676</td>
<td>2,086</td>
</tr>
<tr>
<td>Load Shifting/Falling/Spilling</td>
<td>0</td>
<td>0.0%</td>
<td>103</td>
<td>1,192</td>
<td>1,295</td>
</tr>
<tr>
<td>Other Improper Action</td>
<td>10</td>
<td>1.0%</td>
<td>786</td>
<td>3,147</td>
<td>3,943</td>
</tr>
<tr>
<td>Unknown</td>
<td>20</td>
<td>1.9%</td>
<td>1,437</td>
<td>9,544</td>
<td>11,001</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>913</td>
<td>88.6%</td>
<td>69,881</td>
<td>192,776</td>
<td>263,570</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Error in Question</th>
<th>Fatal</th>
<th>% of Total Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>1</td>
<td>0.1%</td>
<td>53</td>
<td>31</td>
<td>85</td>
</tr>
<tr>
<td>Improper Crossing</td>
<td>29</td>
<td>2.8%</td>
<td>486</td>
<td>68</td>
<td>583</td>
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<tr>
<td>Darling</td>
<td>6</td>
<td>0.6%</td>
<td>180</td>
<td>19</td>
<td>205</td>
</tr>
<tr>
<td>Lying And/Or Illegally In Roadway</td>
<td>20</td>
<td>1.9%</td>
<td>64</td>
<td>8</td>
<td>92</td>
</tr>
<tr>
<td>Failure To Yield Right Of Way</td>
<td>6</td>
<td>0.6%</td>
<td>210</td>
<td>179</td>
<td>395</td>
</tr>
<tr>
<td>Not Visible (Dark Clothing)</td>
<td>4</td>
<td>0.4%</td>
<td>30</td>
<td>6</td>
<td>40</td>
</tr>
<tr>
<td>Inattentive</td>
<td>0</td>
<td>0.0%</td>
<td>111</td>
<td>255</td>
<td>366</td>
</tr>
<tr>
<td>Failure To Obey Traffic</td>
<td>2</td>
<td>0.2%</td>
<td>132</td>
<td>61</td>
<td>195</td>
</tr>
<tr>
<td>Wrong Side Of The Road</td>
<td>3</td>
<td>0.3%</td>
<td>84</td>
<td>24</td>
<td>111</td>
</tr>
<tr>
<td>Other Non-Motorist</td>
<td>5</td>
<td>0.5%</td>
<td>148</td>
<td>101</td>
<td>254</td>
</tr>
<tr>
<td>Unknown</td>
<td>2</td>
<td>0.2%</td>
<td>274</td>
<td>26</td>
<td>302</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>78</td>
<td>7.6%</td>
<td>1,772</td>
<td>778</td>
<td>2,628</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Error in Question</th>
<th>Fatal</th>
<th>% of Total Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Animal in Error</td>
<td>4</td>
<td>0.4%</td>
<td>974</td>
<td>20,951</td>
<td>21,929</td>
</tr>
<tr>
<td>No Error/Unknown/Not Stated</td>
<td>36</td>
<td>3.5%</td>
<td>2,751</td>
<td>11,690</td>
<td>14,477</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,031</td>
<td>100.0%</td>
<td>75,378</td>
<td>226,195</td>
<td>302,604</td>
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</tbody>
</table>

*In Error: The Motorist, Non-Motorist, or Animal, which had the most causative bearing on the crash*
**Table 2.09 - Crash Statistics**  
**Crashes, Deaths and Injuries for Holiday Period**

<table>
<thead>
<tr>
<th>Holiday Weekend</th>
<th>No. of Days*</th>
<th>Total Crashes</th>
<th>Total Deaths</th>
<th>Alcohol Related Deaths</th>
<th>Total Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Years</td>
<td>2.00</td>
<td>1,086</td>
<td>6</td>
<td>3</td>
<td>404</td>
</tr>
<tr>
<td>Memorial Day</td>
<td>4.00</td>
<td>2,791</td>
<td>16</td>
<td>7</td>
<td>1,150</td>
</tr>
<tr>
<td>July 4th</td>
<td>4.00</td>
<td>2,609</td>
<td>10</td>
<td>1</td>
<td>1,089</td>
</tr>
<tr>
<td>Labor Day</td>
<td>4.00</td>
<td>2,711</td>
<td>14</td>
<td>4</td>
<td>1,109</td>
</tr>
<tr>
<td>Thanksgiving</td>
<td>5.00</td>
<td>4,007</td>
<td>9</td>
<td>4</td>
<td>1,417</td>
</tr>
<tr>
<td>Christmas</td>
<td>4.00</td>
<td>2,514</td>
<td>13</td>
<td>4</td>
<td>969</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>23.00</strong></td>
<td><strong>15,718</strong></td>
<td><strong>68</strong></td>
<td><strong>23</strong></td>
<td><strong>6,138</strong></td>
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</table>

*Note: 'Days' Refers to the total number of days included in the holiday reporting period.*
## Table 2.10 - Crash Statistics
Hit/Skip Crashes by Severity

<table>
<thead>
<tr>
<th>Hit / Skip</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Hit Skip</td>
<td>984</td>
<td>68,698</td>
<td>189,529</td>
<td>259,211</td>
</tr>
<tr>
<td>Solved</td>
<td>23</td>
<td>2,084</td>
<td>7,734</td>
<td>9,841</td>
</tr>
<tr>
<td>Unsolved</td>
<td>22</td>
<td>4,327</td>
<td>28,906</td>
<td>33,255</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,029</strong></td>
<td><strong>75,109</strong></td>
<td><strong>226,169</strong></td>
<td><strong>302,307</strong></td>
</tr>
</tbody>
</table>

From Date: 01/01/2015  
To Date: 12/31/2015  
County(s): All Counties
## Table 2.11 - Crash Statistics
### Location by Crash Severity

<table>
<thead>
<tr>
<th>Location</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not a Intersection</td>
<td>701</td>
<td>41,876</td>
<td>144,923</td>
<td>187,500</td>
</tr>
<tr>
<td>Four-way Intersection</td>
<td>162</td>
<td>18,623</td>
<td>40,224</td>
<td>59,009</td>
</tr>
<tr>
<td>T-Intersection</td>
<td>85</td>
<td>8,954</td>
<td>23,259</td>
<td>32,298</td>
</tr>
<tr>
<td>Y-Intersection</td>
<td>3</td>
<td>503</td>
<td>1,397</td>
<td>1,903</td>
</tr>
<tr>
<td>Traffic circle/roundabout</td>
<td>1</td>
<td>122</td>
<td>794</td>
<td>917</td>
</tr>
<tr>
<td>Five-point, or more</td>
<td>4</td>
<td>201</td>
<td>599</td>
<td>804</td>
</tr>
<tr>
<td>On ramp</td>
<td>17</td>
<td>846</td>
<td>2,641</td>
<td>3,504</td>
</tr>
<tr>
<td>Off ramp</td>
<td>20</td>
<td>1,049</td>
<td>3,472</td>
<td>4,541</td>
</tr>
<tr>
<td>Crossover</td>
<td>2</td>
<td>159</td>
<td>395</td>
<td>556</td>
</tr>
<tr>
<td>Driveway/Alley Access</td>
<td>24</td>
<td>2,413</td>
<td>7,202</td>
<td>9,639</td>
</tr>
<tr>
<td>Railway grade crossing</td>
<td>6</td>
<td>63</td>
<td>277</td>
<td>346</td>
</tr>
<tr>
<td>Shared-use paths or trails</td>
<td>0</td>
<td>21</td>
<td>64</td>
<td>85</td>
</tr>
<tr>
<td>Unknown</td>
<td>4</td>
<td>279</td>
<td>922</td>
<td>1,205</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,029</strong></td>
<td><strong>75,109</strong></td>
<td><strong>226,169</strong></td>
<td><strong>302,307</strong></td>
</tr>
</tbody>
</table>

**From Date** 01/01/2015  
**To Date** 12/31/2015  
**County(s)** All Counties

Report generated on : 5/18/2016 11:49:48 AM
Table 2.12 - Crash Statistics
Location of First Harmful Event by Crash Severity

<table>
<thead>
<tr>
<th>Location First Harmful Event</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>On Roadway</td>
<td>682</td>
<td>61,360</td>
<td>192,478</td>
<td>254,520</td>
</tr>
<tr>
<td>On Shoulder</td>
<td>59</td>
<td>2,898</td>
<td>7,885</td>
<td>10,842</td>
</tr>
<tr>
<td>In Median</td>
<td>12</td>
<td>557</td>
<td>1,495</td>
<td>2,064</td>
</tr>
<tr>
<td>On Roadside</td>
<td>232</td>
<td>7,654</td>
<td>16,310</td>
<td>24,196</td>
</tr>
<tr>
<td>On Gore</td>
<td>3</td>
<td>58</td>
<td>128</td>
<td>189</td>
</tr>
<tr>
<td>Outside Trafficway</td>
<td>35</td>
<td>2,102</td>
<td>6,203</td>
<td>8,340</td>
</tr>
<tr>
<td>Unknown</td>
<td>6</td>
<td>480</td>
<td>1,670</td>
<td>2,156</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,029</strong></td>
<td><strong>75,109</strong></td>
<td><strong>226,169</strong></td>
<td><strong>302,307</strong></td>
</tr>
</tbody>
</table>
## Table 2.13 - Crash Statistics
### Road Condition by Crash Severity

<table>
<thead>
<tr>
<th>Road Condition</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry</td>
<td>830</td>
<td>54,863</td>
<td>160,956</td>
<td>216,649</td>
</tr>
<tr>
<td>Wet</td>
<td>163</td>
<td>15,035</td>
<td>42,896</td>
<td>58,094</td>
</tr>
<tr>
<td>Snow</td>
<td>20</td>
<td>3,149</td>
<td>14,065</td>
<td>17,234</td>
</tr>
<tr>
<td>Ice</td>
<td>7</td>
<td>1,482</td>
<td>5,327</td>
<td>6,816</td>
</tr>
<tr>
<td>Sand, Mud, Dirt, Oil, Gravel</td>
<td>3</td>
<td>76</td>
<td>190</td>
<td>269</td>
</tr>
<tr>
<td>Water (Standing, Moving)</td>
<td>0</td>
<td>43</td>
<td>136</td>
<td>179</td>
</tr>
<tr>
<td>Slush</td>
<td>3</td>
<td>190</td>
<td>645</td>
<td>838</td>
</tr>
<tr>
<td>Debris</td>
<td>0</td>
<td>6</td>
<td>20</td>
<td>26</td>
</tr>
<tr>
<td>Rut, Holes, Bumps, Uneven Pavement</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>66</td>
<td>174</td>
<td>240</td>
</tr>
<tr>
<td>Unknown</td>
<td>3</td>
<td>199</td>
<td>1,760</td>
<td>1,962</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,029</strong></td>
<td><strong>75,109</strong></td>
<td><strong>226,169</strong></td>
<td><strong>302,307</strong></td>
</tr>
</tbody>
</table>

**From Date:** 01/01/2015  
**To Date:** 12/31/2015  
**County(s):** All Counties
# Table 2.14 - Crash Statistics
School Bus Related by Crash Severity

<table>
<thead>
<tr>
<th>School Bus Related</th>
<th>Fatal Crashes</th>
<th>Injury Crashes</th>
<th>PDO Crashes</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>1,029</td>
<td>74,827</td>
<td>224,860</td>
<td>300,716</td>
</tr>
<tr>
<td>Yes, School Bus Directly Involved</td>
<td>0</td>
<td>237</td>
<td>1,216</td>
<td>1,453</td>
</tr>
<tr>
<td>Yes, School Bus Indirectly Involved</td>
<td>0</td>
<td>45</td>
<td>93</td>
<td>138</td>
</tr>
<tr>
<td>Total</td>
<td>1,029</td>
<td>75,109</td>
<td>226,169</td>
<td>302,307</td>
</tr>
</tbody>
</table>

From Date: 01/01/2015  
To Date: 12/31/2015  
County(s): All Counties
### Table 2.15 - Crash Statistics

Crash Statistics - Work Zone Related by Crash Severity

<table>
<thead>
<tr>
<th>Work Zone Related</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>1,001</td>
<td>73,654</td>
<td>221,549</td>
<td>296,204</td>
</tr>
<tr>
<td>Yes</td>
<td>28</td>
<td>1,455</td>
<td>4,620</td>
<td>6,103</td>
</tr>
<tr>
<td>Total</td>
<td>1,029</td>
<td>75,109</td>
<td>226,169</td>
<td>302,307</td>
</tr>
</tbody>
</table>

From Date: 01/01/2015
To Date: 12/31/2015
County(s): All Counties

Report generated on: 5/18/2016 11:49:52 AM
## Table 2.16 - Crash Statistics
Deer Crashes by Light Condition and Crash Severity

<table>
<thead>
<tr>
<th>Light Condition</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daylight</td>
<td>0</td>
<td>250</td>
<td>3,810</td>
<td>4,060</td>
</tr>
<tr>
<td>Dawn</td>
<td>0</td>
<td>61</td>
<td>1,468</td>
<td>1,529</td>
</tr>
<tr>
<td>Dusk</td>
<td>0</td>
<td>28</td>
<td>453</td>
<td>481</td>
</tr>
<tr>
<td>Dark - Lighted Roadway</td>
<td>0</td>
<td>87</td>
<td>1,636</td>
<td>1,723</td>
</tr>
<tr>
<td>Dark - Roadway Not Lighted</td>
<td>4</td>
<td>453</td>
<td>12,525</td>
<td>12,982</td>
</tr>
<tr>
<td>Dark - Unknown Roadway Lighting</td>
<td>0</td>
<td>9</td>
<td>162</td>
<td>171</td>
</tr>
<tr>
<td>Glare</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Unknown</td>
<td>0</td>
<td>3</td>
<td>104</td>
<td>107</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4</strong></td>
<td><strong>891</strong></td>
<td><strong>20,166</strong></td>
<td><strong>21,061</strong></td>
</tr>
</tbody>
</table>

From Date: 01/01/2015
To Date: 12/31/2015
County(s): All Counties

### Table 2.17 - Crash Statistics
Deer Crashes by Month and Crash Severity

<table>
<thead>
<tr>
<th>Month</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>0</td>
<td>46</td>
<td>1,372</td>
<td>1,418</td>
</tr>
<tr>
<td>February</td>
<td>0</td>
<td>20</td>
<td>1,024</td>
<td>1,044</td>
</tr>
<tr>
<td>March</td>
<td>0</td>
<td>46</td>
<td>1,362</td>
<td>1,408</td>
</tr>
<tr>
<td>April</td>
<td>0</td>
<td>63</td>
<td>1,063</td>
<td>1,126</td>
</tr>
<tr>
<td>May</td>
<td>0</td>
<td>103</td>
<td>1,568</td>
<td>1,671</td>
</tr>
<tr>
<td>June</td>
<td>0</td>
<td>53</td>
<td>1,249</td>
<td>1,302</td>
</tr>
<tr>
<td>July</td>
<td>0</td>
<td>67</td>
<td>1,028</td>
<td>1,095</td>
</tr>
<tr>
<td>August</td>
<td>0</td>
<td>47</td>
<td>744</td>
<td>791</td>
</tr>
<tr>
<td>September</td>
<td>0</td>
<td>55</td>
<td>992</td>
<td>1,047</td>
</tr>
<tr>
<td>October</td>
<td>1</td>
<td>122</td>
<td>2,831</td>
<td>2,954</td>
</tr>
<tr>
<td>November</td>
<td>3</td>
<td>205</td>
<td>4,583</td>
<td>4,791</td>
</tr>
<tr>
<td>December</td>
<td>0</td>
<td>64</td>
<td>2,350</td>
<td>2,414</td>
</tr>
<tr>
<td>Total</td>
<td>4</td>
<td>891</td>
<td>20,166</td>
<td>21,061</td>
</tr>
<tr>
<td>Age Group</td>
<td>Drivers*</td>
<td>Passengers</td>
<td>Pedestrians</td>
<td>Total</td>
</tr>
<tr>
<td>----------------</td>
<td>----------</td>
<td>------------</td>
<td>-------------</td>
<td>-------</td>
</tr>
<tr>
<td>0-15*</td>
<td>7</td>
<td>19</td>
<td>7</td>
<td>33</td>
</tr>
<tr>
<td>16-20</td>
<td>70</td>
<td>41</td>
<td>11</td>
<td>122</td>
</tr>
<tr>
<td>21-25</td>
<td>91</td>
<td>26</td>
<td>9</td>
<td>126</td>
</tr>
<tr>
<td>26-30</td>
<td>76</td>
<td>13</td>
<td>6</td>
<td>95</td>
</tr>
<tr>
<td>31-35</td>
<td>56</td>
<td>14</td>
<td>10</td>
<td>80</td>
</tr>
<tr>
<td>36-40</td>
<td>47</td>
<td>10</td>
<td>10</td>
<td>67</td>
</tr>
<tr>
<td>41-45</td>
<td>61</td>
<td>7</td>
<td>10</td>
<td>78</td>
</tr>
<tr>
<td>46-50</td>
<td>62</td>
<td>4</td>
<td>7</td>
<td>73</td>
</tr>
<tr>
<td>51-55</td>
<td>69</td>
<td>7</td>
<td>14</td>
<td>90</td>
</tr>
<tr>
<td>56-60</td>
<td>61</td>
<td>6</td>
<td>12</td>
<td>79</td>
</tr>
<tr>
<td>61-65</td>
<td>37</td>
<td>7</td>
<td>8</td>
<td>52</td>
</tr>
<tr>
<td>66-70</td>
<td>44</td>
<td>11</td>
<td>5</td>
<td>60</td>
</tr>
<tr>
<td>71-75</td>
<td>39</td>
<td>7</td>
<td>5</td>
<td>51</td>
</tr>
<tr>
<td>76 and Over</td>
<td>76</td>
<td>24</td>
<td>4</td>
<td>104</td>
</tr>
<tr>
<td>Not Stated</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>796</strong></td>
<td><strong>196</strong></td>
<td><strong>118</strong></td>
<td><strong>1,110</strong></td>
</tr>
</tbody>
</table>

*Notes: - Drivers include operators of motorized and non-motorized units
- Age 0 consists of occupants under 12 months

Table Data: Fatal crash severity and fatal injuries involved
# Table 3.02 - Death & Injury Statistics

**Age Distribution of Persons Injured**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Drivers*</th>
<th>Passengers</th>
<th>Pedestrians</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-15*</td>
<td>534</td>
<td>8,491</td>
<td>499</td>
<td>9,524</td>
</tr>
<tr>
<td>16-20</td>
<td>9,241</td>
<td>4,368</td>
<td>309</td>
<td>13,918</td>
</tr>
<tr>
<td>21-25</td>
<td>10,337</td>
<td>3,182</td>
<td>285</td>
<td>13,804</td>
</tr>
<tr>
<td>26-30</td>
<td>8,418</td>
<td>2,288</td>
<td>212</td>
<td>10,918</td>
</tr>
<tr>
<td>31-35</td>
<td>7,115</td>
<td>1,717</td>
<td>167</td>
<td>8,999</td>
</tr>
<tr>
<td>36-40</td>
<td>5,999</td>
<td>1,290</td>
<td>164</td>
<td>7,453</td>
</tr>
<tr>
<td>41-45</td>
<td>5,999</td>
<td>1,298</td>
<td>127</td>
<td>7,424</td>
</tr>
<tr>
<td>46-50</td>
<td>5,846</td>
<td>1,235</td>
<td>162</td>
<td>7,243</td>
</tr>
<tr>
<td>51-55</td>
<td>6,237</td>
<td>1,282</td>
<td>184</td>
<td>7,703</td>
</tr>
<tr>
<td>56-60</td>
<td>5,411</td>
<td>1,121</td>
<td>134</td>
<td>6,666</td>
</tr>
<tr>
<td>61-65</td>
<td>3,972</td>
<td>898</td>
<td>99</td>
<td>4,969</td>
</tr>
<tr>
<td>66-70</td>
<td>2,848</td>
<td>661</td>
<td>53</td>
<td>3,562</td>
</tr>
<tr>
<td>71-75</td>
<td>1,919</td>
<td>507</td>
<td>40</td>
<td>2,466</td>
</tr>
<tr>
<td>76 and Over</td>
<td>2,495</td>
<td>921</td>
<td>58</td>
<td>3,474</td>
</tr>
<tr>
<td>Not Stated</td>
<td>108</td>
<td>145</td>
<td>18</td>
<td>271</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>76,479</strong></td>
<td><strong>29,404</strong></td>
<td><strong>2,511</strong></td>
<td><strong>108,394</strong></td>
</tr>
</tbody>
</table>

*Notes:*
- Drivers include operators of motorized and non-motorized units
- Age 0 consists of occupants under 12 months

Table Data: Possible, non-incapacitating or incapacitating injuries involved
## Table 3.03 - Death & Injury Statistics

**Deaths and Injuries by Gender**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>DEATHS</th>
<th></th>
<th>INJURIES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Male</td>
<td>Female</td>
<td>Not Stated</td>
<td>Total</td>
</tr>
<tr>
<td>0-5*</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>06-10</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>11-15</td>
<td>12</td>
<td>10</td>
<td>0</td>
<td>22</td>
</tr>
<tr>
<td>16-20</td>
<td>85</td>
<td>37</td>
<td>0</td>
<td>122</td>
</tr>
<tr>
<td>21-25</td>
<td>98</td>
<td>28</td>
<td>0</td>
<td>126</td>
</tr>
<tr>
<td>26-30</td>
<td>76</td>
<td>19</td>
<td>0</td>
<td>95</td>
</tr>
<tr>
<td>31-35</td>
<td>51</td>
<td>29</td>
<td>0</td>
<td>80</td>
</tr>
<tr>
<td>36-40</td>
<td>43</td>
<td>24</td>
<td>0</td>
<td>67</td>
</tr>
<tr>
<td>41-45</td>
<td>56</td>
<td>22</td>
<td>0</td>
<td>78</td>
</tr>
<tr>
<td>46-50</td>
<td>62</td>
<td>11</td>
<td>0</td>
<td>73</td>
</tr>
<tr>
<td>51-55</td>
<td>68</td>
<td>22</td>
<td>0</td>
<td>90</td>
</tr>
<tr>
<td>56-60</td>
<td>65</td>
<td>14</td>
<td>0</td>
<td>79</td>
</tr>
<tr>
<td>61-65</td>
<td>39</td>
<td>13</td>
<td>0</td>
<td>52</td>
</tr>
<tr>
<td>66-70</td>
<td>38</td>
<td>22</td>
<td>0</td>
<td>60</td>
</tr>
<tr>
<td>71-75</td>
<td>35</td>
<td>16</td>
<td>0</td>
<td>51</td>
</tr>
<tr>
<td>76 and Over</td>
<td>55</td>
<td>49</td>
<td>0</td>
<td>104</td>
</tr>
<tr>
<td>Not Stated</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>789</td>
<td>321</td>
<td>0</td>
<td>1,110</td>
</tr>
</tbody>
</table>

*Note: Age 0 consists of occupants under 12 months
Table Data: Possible, non-incapacitating, incapacitating or fatal injuries
### Table 3.04 - Death & Injury Statistics
Restraint Use of Occupant by Age

#### From Date: 01/01/2015
**To Date:** 12/31/2015
**County(s):** All Counties

#### PERSONS KILLED

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Used</th>
<th>Percent Used</th>
<th>Not Used</th>
<th>Not Available</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5*</td>
<td>4</td>
<td>80.0 %</td>
<td>1</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>06-10</td>
<td>1</td>
<td>50.0 %</td>
<td>1</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>11-15</td>
<td>2</td>
<td>20.0 %</td>
<td>8</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>16-20</td>
<td>38</td>
<td>38.0 %</td>
<td>55</td>
<td>7</td>
<td>100</td>
</tr>
<tr>
<td>21-25</td>
<td>20</td>
<td>20.6 %</td>
<td>68</td>
<td>9</td>
<td>97</td>
</tr>
<tr>
<td>26-30</td>
<td>18</td>
<td>26.5 %</td>
<td>44</td>
<td>6</td>
<td>68</td>
</tr>
<tr>
<td>31-35</td>
<td>23</td>
<td>38.3 %</td>
<td>33</td>
<td>4</td>
<td>60</td>
</tr>
<tr>
<td>36-40</td>
<td>12</td>
<td>26.1 %</td>
<td>31</td>
<td>3</td>
<td>46</td>
</tr>
<tr>
<td>41-45</td>
<td>20</td>
<td>40.8 %</td>
<td>22</td>
<td>7</td>
<td>49</td>
</tr>
<tr>
<td>46-50</td>
<td>16</td>
<td>41.0 %</td>
<td>21</td>
<td>2</td>
<td>39</td>
</tr>
<tr>
<td>51-55</td>
<td>16</td>
<td>33.3 %</td>
<td>26</td>
<td>6</td>
<td>48</td>
</tr>
<tr>
<td>56-60</td>
<td>16</td>
<td>41.0 %</td>
<td>18</td>
<td>5</td>
<td>39</td>
</tr>
<tr>
<td>61-65</td>
<td>19</td>
<td>55.9 %</td>
<td>9</td>
<td>6</td>
<td>34</td>
</tr>
<tr>
<td>66-70</td>
<td>19</td>
<td>46.3 %</td>
<td>18</td>
<td>4</td>
<td>41</td>
</tr>
<tr>
<td>71-75</td>
<td>20</td>
<td>50.0 %</td>
<td>15</td>
<td>5</td>
<td>40</td>
</tr>
<tr>
<td>76 and Over</td>
<td>58</td>
<td>59.8 %</td>
<td>29</td>
<td>10</td>
<td>97</td>
</tr>
<tr>
<td>Not Stated</td>
<td>0</td>
<td>0.0 %</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>302</td>
<td>39.0 %</td>
<td>399</td>
<td>74</td>
<td>775</td>
</tr>
</tbody>
</table>

Table Data: Fatal Injuries involved; Drivers and Occupants; Restraint (Safety Equipment) used includes Shoulder Belt Only, Lap Belt Only, Shoulder/Lap Belt, Child Safety Seat, None Used, Use Unknown, and Unknown; all unit type included. Note: Age 0 consists of occupants under 12 months.

#### PERSONS INJURED

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Used</th>
<th>Percent Used</th>
<th>Not Used</th>
<th>Not Available</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5*</td>
<td>2,736</td>
<td>93.1 %</td>
<td>90</td>
<td>112</td>
<td>2,938</td>
</tr>
<tr>
<td>06-10</td>
<td>2,319</td>
<td>90.2 %</td>
<td>132</td>
<td>120</td>
<td>2,571</td>
</tr>
<tr>
<td>11-15</td>
<td>2,403</td>
<td>87.8 %</td>
<td>198</td>
<td>137</td>
<td>2,738</td>
</tr>
<tr>
<td>16-20</td>
<td>11,180</td>
<td>85.4 %</td>
<td>1,286</td>
<td>624</td>
<td>13,090</td>
</tr>
<tr>
<td>21-25</td>
<td>10,760</td>
<td>83.4 %</td>
<td>1,327</td>
<td>808</td>
<td>12,895</td>
</tr>
<tr>
<td>26-30</td>
<td>8,623</td>
<td>84.7 %</td>
<td>911</td>
<td>642</td>
<td>10,176</td>
</tr>
<tr>
<td>31-35</td>
<td>7,207</td>
<td>85.7 %</td>
<td>686</td>
<td>518</td>
<td>8,411</td>
</tr>
<tr>
<td>36-40</td>
<td>6,020</td>
<td>87.2 %</td>
<td>508</td>
<td>373</td>
<td>6,901</td>
</tr>
<tr>
<td>41-45</td>
<td>6,052</td>
<td>88.9 %</td>
<td>419</td>
<td>337</td>
<td>6,808</td>
</tr>
<tr>
<td>46-50</td>
<td>5,856</td>
<td>89.0 %</td>
<td>429</td>
<td>296</td>
<td>6,581</td>
</tr>
<tr>
<td>51-55</td>
<td>6,318</td>
<td>91.5 %</td>
<td>305</td>
<td>285</td>
<td>6,908</td>
</tr>
<tr>
<td>56-60</td>
<td>5,598</td>
<td>92.3 %</td>
<td>242</td>
<td>223</td>
<td>6,063</td>
</tr>
<tr>
<td>61-65</td>
<td>4,205</td>
<td>92.3 %</td>
<td>191</td>
<td>159</td>
<td>4,555</td>
</tr>
<tr>
<td>66-70</td>
<td>3,113</td>
<td>93.4 %</td>
<td>120</td>
<td>101</td>
<td>3,334</td>
</tr>
<tr>
<td>71-75</td>
<td>2,173</td>
<td>92.5 %</td>
<td>97</td>
<td>79</td>
<td>2,349</td>
</tr>
<tr>
<td>76 and Over</td>
<td>3,115</td>
<td>92.8 %</td>
<td>136</td>
<td>105</td>
<td>3,356</td>
</tr>
<tr>
<td>Not Stated</td>
<td>108</td>
<td>53.2 %</td>
<td>15</td>
<td>80</td>
<td>203</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>87,786</td>
<td>87.9 %</td>
<td>7,092</td>
<td>4,999</td>
<td>99,877</td>
</tr>
</tbody>
</table>

Table Data: Possible, Non-incapacitating or Incapacitating Injuries involved; Drivers and Occupants; Restraint (Safety Equipment) used includes Shoulder Belt Only, Lap Belt Only, Shoulder/Lap Belt, Child Safety Seat, None Used, Use Unknown, and Unknown; all unit type included. Note: Age 0 consists of occupants under 12 months.

Report generated on: 5/18/2016 11:50:06 AM
## Child Restraint Use in Crashes

### Table 3.05 - Death & Injury Statistics

<table>
<thead>
<tr>
<th>Age</th>
<th>Total Children</th>
<th>Restraints Used</th>
<th>Percent Used</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Killed</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>1</td>
<td>1</td>
<td>100.0 %</td>
</tr>
<tr>
<td>1</td>
<td>1</td>
<td>1</td>
<td>100.0 %</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>4</td>
<td>2</td>
<td>2</td>
<td>100.0 %</td>
</tr>
<tr>
<td>5</td>
<td>1</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>0-8</td>
<td>5</td>
<td>4</td>
</tr>
</tbody>
</table>

| **Injured** | | | |
| 0   | 509            | 117             | 23.0 %       |
| 1   | 485            | 320             | 66.0 %       |
| 2   | 458            | 381             | 83.2 %       |
| 3   | 476            | 370             | 77.7 %       |
| 4   | 475            | 315             | 66.3 %       |
| 5   | 538            | 299             | 55.6 %       |
| 6   | 517            | 320             | 61.9 %       |
| 7   | 557            | 350             | 62.8 %       |
| 8   | 516            | 399             | 77.3 %       |
| **TOTAL** | 0-8 | 4,531 | 2,871 | 63.4 % |

| **Not Injured** | | | |
| 0   | 3,867          | 811             | 21.0 %       |
| 1   | 3,556          | 2,302           | 64.7 %       |
| 2   | 3,461          | 3,004           | 86.8 %       |
| 3   | 3,491          | 2,894           | 82.9 %       |
| 4   | 3,453          | 2,393           | 69.3 %       |
| 5   | 3,699          | 1,934           | 52.3 %       |
| 6   | 3,897          | 1,885           | 48.4 %       |
| 7   | 3,737          | 1,996           | 53.4 %       |
| 8   | 3,813          | 2,450           | 64.3 %       |
| **TOTAL** | 0-8 | 32,974 | 19,669 | 59.7 % |

| **Not Stated** | | | |
| 0   | 0              | 0              | 0.0 %        |
| 1   | 0              | 0              | 0.0 %        |
| 2   | 0              | 0              | 0.0 %        |
| 3   | 0              | 0              | 0.0 %        |
| 4   | 0              | 0              | 0.0 %        |
| 5   | 0              | 0              | 0.0 %        |
| 6   | 0              | 0              | 0.0 %        |
| 7   | 0              | 0              | 0.0 %        |
| 8   | 0              | 0              | 0.0 %        |
| **TOTAL** | 0-8 | 0 | 0 | 0.0 % |
### Table 3.05 - Death & Injury Statistics

**Child Restraint Use in Crashes**

<table>
<thead>
<tr>
<th>All Occupants</th>
<th>0</th>
<th>4,377</th>
<th>3,869</th>
<th>88.4 %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>4,042</td>
<td>3,940</td>
<td>97.5 %</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>3,919</td>
<td>3,796</td>
<td>96.9 %</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>3,967</td>
<td>3,808</td>
<td>96.0 %</td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td>3,930</td>
<td>3,721</td>
<td>94.7 %</td>
</tr>
<tr>
<td>5</td>
<td>5</td>
<td>4,238</td>
<td>3,573</td>
<td>84.3 %</td>
</tr>
<tr>
<td>6</td>
<td>6</td>
<td>4,414</td>
<td>3,476</td>
<td>78.7 %</td>
</tr>
<tr>
<td>7</td>
<td>7</td>
<td>4,294</td>
<td>3,373</td>
<td>78.6 %</td>
</tr>
<tr>
<td>8</td>
<td>8</td>
<td>4,329</td>
<td>3,309</td>
<td>76.4 %</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>0-8</td>
<td>37,510</td>
<td>32,865</td>
<td>87.6 %</td>
</tr>
</tbody>
</table>

Table Data: Occupants; Restraint (Safety Equipment) used includes Shoulder Belt Only, Lap Belt Only, Shoulder/Lap Belt, or Child Safety Seat/Booster Seat
## Table 3.07 - Death & Injury Statistics
### Ejection of Occupants by Injury Status

**From Date**: 01/01/2015  
**To Date**: 12/31/2015  
**County(s)**: All Counties

### Fatal Crashes

<table>
<thead>
<tr>
<th>Injury Status</th>
<th>Not Ejected</th>
<th>Partial Ejection</th>
<th>Total Ejection</th>
<th>Not Applicable</th>
<th>Not Stated</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Injury / None Reported Injury</td>
<td>551</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>554</td>
</tr>
<tr>
<td>Possible Injury</td>
<td>154</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>156</td>
</tr>
<tr>
<td>Non-Incapacitating Injury</td>
<td>298</td>
<td>1</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>305</td>
</tr>
<tr>
<td>Incapacitating Injury</td>
<td>263</td>
<td>2</td>
<td>30</td>
<td>0</td>
<td>0</td>
<td>295</td>
</tr>
<tr>
<td>Fatal Injury</td>
<td>607</td>
<td>39</td>
<td>129</td>
<td>1</td>
<td>0</td>
<td>776</td>
</tr>
<tr>
<td>Not Stated Injury</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,873</strong></td>
<td><strong>42</strong></td>
<td><strong>168</strong></td>
<td><strong>3</strong></td>
<td><strong>0</strong></td>
<td><strong>2,086</strong></td>
</tr>
</tbody>
</table>

*Table Data: Drivers and Occupants; all unit types included.*

### All Crashes

<table>
<thead>
<tr>
<th>Injury Status</th>
<th>Not Ejected</th>
<th>Partial Ejection</th>
<th>Total Ejection</th>
<th>Not Applicable</th>
<th>Not Stated</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Injury / None Reported Injury</td>
<td>545,940</td>
<td>30</td>
<td>201</td>
<td>1,335</td>
<td>0</td>
<td>547,506</td>
</tr>
<tr>
<td>Possible Injury</td>
<td>54,082</td>
<td>11</td>
<td>66</td>
<td>72</td>
<td>0</td>
<td>54,231</td>
</tr>
<tr>
<td>Non-Incapacitating Injury</td>
<td>38,106</td>
<td>29</td>
<td>164</td>
<td>61</td>
<td>0</td>
<td>38,360</td>
</tr>
<tr>
<td>Incapacitating Injury</td>
<td>6,925</td>
<td>69</td>
<td>285</td>
<td>17</td>
<td>0</td>
<td>7,296</td>
</tr>
<tr>
<td>Fatal Injury</td>
<td>607</td>
<td>39</td>
<td>129</td>
<td>1</td>
<td>0</td>
<td>776</td>
</tr>
<tr>
<td>Not Stated Injury</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>645,660</strong></td>
<td><strong>178</strong></td>
<td><strong>845</strong></td>
<td><strong>1,486</strong></td>
<td><strong>0</strong></td>
<td><strong>648,169</strong></td>
</tr>
</tbody>
</table>

*Table Data: Drivers and Occupants; all unit types included.*
## Table 3.08 - Death & Injury Statistics
Death and Injuries by Safety Equipment Usage

### MOTORIST

<table>
<thead>
<tr>
<th>Safety Equipment Usage</th>
<th>Fatal Injury</th>
<th>Incapacitating</th>
<th>Non-Incapacitating</th>
<th>Possible Injury</th>
<th>No Injury</th>
<th>Not Stated / Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>None Used - Vehicle Occupant</td>
<td>513</td>
<td>2,198</td>
<td>4,379</td>
<td>2,854</td>
<td>23,005</td>
<td>0</td>
<td>32,949</td>
</tr>
<tr>
<td>Shoulder Belt Only Used</td>
<td>1</td>
<td>26</td>
<td>135</td>
<td>312</td>
<td>2,843</td>
<td>0</td>
<td>3,317</td>
</tr>
<tr>
<td>Lap Belt Only Used</td>
<td>3</td>
<td>38</td>
<td>243</td>
<td>397</td>
<td>3,546</td>
<td>0</td>
<td>4,227</td>
</tr>
<tr>
<td>Shoulder and Lap Belt Used</td>
<td>294</td>
<td>4,920</td>
<td>32,416</td>
<td>46,834</td>
<td>480,418</td>
<td>0</td>
<td>564,882</td>
</tr>
<tr>
<td>Child Restraint System - Forward Facing</td>
<td>4</td>
<td>35</td>
<td>363</td>
<td>1,216</td>
<td>12,506</td>
<td>0</td>
<td>14,124</td>
</tr>
<tr>
<td>Child Restraint System - Rear Facing</td>
<td>0</td>
<td>5</td>
<td>65</td>
<td>495</td>
<td>4,254</td>
<td>0</td>
<td>4,819</td>
</tr>
<tr>
<td>Booster Seat</td>
<td>0</td>
<td>26</td>
<td>250</td>
<td>476</td>
<td>5,109</td>
<td>0</td>
<td>5,861</td>
</tr>
<tr>
<td>Helmet Used</td>
<td>61</td>
<td>362</td>
<td>748</td>
<td>281</td>
<td>444</td>
<td>0</td>
<td>1,896</td>
</tr>
<tr>
<td>Unknown Safety Equipment</td>
<td>89</td>
<td>737</td>
<td>1,876</td>
<td>2,778</td>
<td>44,532</td>
<td>0</td>
<td>50,012</td>
</tr>
</tbody>
</table>

### NON MOTORIST

<table>
<thead>
<tr>
<th>Safety Equipment Usage</th>
<th>Fatal Injury</th>
<th>Incapacitating</th>
<th>Non-Incapacitating</th>
<th>Possible Injury</th>
<th>No Injury</th>
<th>Not Stated / Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>None Used</td>
<td>113</td>
<td>548</td>
<td>1,447</td>
<td>852</td>
<td>419</td>
<td>0</td>
<td>3,379</td>
</tr>
<tr>
<td>Helmet Used</td>
<td>5</td>
<td>33</td>
<td>98</td>
<td>42</td>
<td>17</td>
<td>0</td>
<td>195</td>
</tr>
<tr>
<td>Protective Pads Used</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Reflective Clothing</td>
<td>7</td>
<td>13</td>
<td>21</td>
<td>14</td>
<td>6</td>
<td>0</td>
<td>61</td>
</tr>
<tr>
<td>Lighting</td>
<td>3</td>
<td>1</td>
<td>6</td>
<td>2</td>
<td>8</td>
<td>0</td>
<td>20</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>20</td>
<td>46</td>
<td>40</td>
<td>43</td>
<td>0</td>
<td>149</td>
</tr>
<tr>
<td>Unknown Safety Equipment</td>
<td>17</td>
<td>117</td>
<td>314</td>
<td>314</td>
<td>145</td>
<td>0</td>
<td>907</td>
</tr>
</tbody>
</table>

### TOTAL

<table>
<thead>
<tr>
<th></th>
<th>Fatal Injury</th>
<th>Incapacitating</th>
<th>Non-Incapacitating</th>
<th>Possible Injury</th>
<th>No Injury</th>
<th>Not Stated / Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL</td>
<td>1,110</td>
<td>9,079</td>
<td>42,407</td>
<td>56,908</td>
<td>577,296</td>
<td>0</td>
<td>686,800</td>
</tr>
</tbody>
</table>

Table Data: All people involved in crashes (Drivers, Occupants and Pedestrians).
## Table 3.09 - Death & Injury Statistics

Death and Injuries by Air Bag Usage

<table>
<thead>
<tr>
<th>Air Bag Usage</th>
<th>Fatal Injury</th>
<th>Incapacitating</th>
<th>Non-Incapacitating</th>
<th>Possible Injury</th>
<th>No Injury</th>
<th>Not Stated / Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not-Deployed</td>
<td>206</td>
<td>3,021</td>
<td>20,998</td>
<td>38,907</td>
<td>487,851</td>
<td>0</td>
<td>550,983</td>
</tr>
<tr>
<td>Deployed-Front</td>
<td>335</td>
<td>2,776</td>
<td>11,347</td>
<td>9,479</td>
<td>24,240</td>
<td>0</td>
<td>48,177</td>
</tr>
<tr>
<td>Deployed-Side</td>
<td>29</td>
<td>206</td>
<td>1,221</td>
<td>1,453</td>
<td>4,522</td>
<td>0</td>
<td>7,431</td>
</tr>
<tr>
<td>Deployed Both Front/Side</td>
<td>116</td>
<td>878</td>
<td>3,103</td>
<td>2,426</td>
<td>5,710</td>
<td>0</td>
<td>12,233</td>
</tr>
<tr>
<td>Not Applicable</td>
<td>318</td>
<td>1,722</td>
<td>4,497</td>
<td>3,543</td>
<td>37,404</td>
<td>0</td>
<td>47,484</td>
</tr>
<tr>
<td>Deployment Unknown</td>
<td>106</td>
<td>476</td>
<td>1,241</td>
<td>1,100</td>
<td>17,569</td>
<td>0</td>
<td>20,492</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,110</strong></td>
<td><strong>9,079</strong></td>
<td><strong>42,407</strong></td>
<td><strong>56,908</strong></td>
<td><strong>577,296</strong></td>
<td><strong>0</strong></td>
<td><strong>686,800</strong></td>
</tr>
</tbody>
</table>

Table Data: All people involved in crashes (Drivers, Occupants and Pedestrians). This will include Motorcycles, all motorists.

From Date 01/01/2015
To Date 12/31/2015
County(s) All Counties
Table 3.10 - Death & Injury Statistics
Trapped Occupants by Injury Status

<table>
<thead>
<tr>
<th>Trapped</th>
<th>Fatal Injury</th>
<th>Incapacitating</th>
<th>Non-Incapacitating</th>
<th>Possible Injury</th>
<th>No Injury</th>
<th>Not Stated / Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not trapped</td>
<td>665</td>
<td>7,343</td>
<td>40,622</td>
<td>56,026</td>
<td>576,391</td>
<td>0</td>
<td>681,047</td>
</tr>
<tr>
<td>Extricated By Mechanical Means</td>
<td>327</td>
<td>1,115</td>
<td>822</td>
<td>303</td>
<td>353</td>
<td>0</td>
<td>2,920</td>
</tr>
<tr>
<td>Extricated By Non-Mechanical Means</td>
<td>118</td>
<td>621</td>
<td>963</td>
<td>579</td>
<td>546</td>
<td>0</td>
<td>2,827</td>
</tr>
<tr>
<td>Unknown</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,110</strong></td>
<td><strong>9,079</strong></td>
<td><strong>42,407</strong></td>
<td><strong>56,908</strong></td>
<td><strong>577,290</strong></td>
<td>0</td>
<td><strong>686,794</strong></td>
</tr>
</tbody>
</table>

From Date: 01/01/2015
To Date: 12/31/2015
County(s): All Counties

Motorists without Motorcycles.
Report generated on: 5/18/2016 11:50:22 AM
# Table 3.11 - Death & Injury Statistics

Non-Motorist Location by Injury Status

<table>
<thead>
<tr>
<th>Non-Motorist Location</th>
<th>Fatal Injury</th>
<th>Incapacitating</th>
<th>Non-Incapacitating</th>
<th>Possible Injury</th>
<th>No Injury</th>
<th>Not Stated / Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection – Marked Crosswalk</td>
<td>14</td>
<td>153</td>
<td>580</td>
<td>640</td>
<td>1,914</td>
<td>0</td>
<td>3,301</td>
</tr>
<tr>
<td>Intersection – Unmarked Crosswalk</td>
<td>9</td>
<td>56</td>
<td>203</td>
<td>251</td>
<td>889</td>
<td>0</td>
<td>1,408</td>
</tr>
<tr>
<td>Intersection – Other</td>
<td>3</td>
<td>33</td>
<td>107</td>
<td>94</td>
<td>473</td>
<td>0</td>
<td>710</td>
</tr>
<tr>
<td>Midblock – Marked Crosswalk</td>
<td>0</td>
<td>7</td>
<td>30</td>
<td>25</td>
<td>137</td>
<td>0</td>
<td>199</td>
</tr>
<tr>
<td>Travel Lane – Other Location</td>
<td>75</td>
<td>262</td>
<td>495</td>
<td>311</td>
<td>1,267</td>
<td>0</td>
<td>2,410</td>
</tr>
<tr>
<td>Bicycle Lane</td>
<td>0</td>
<td>8</td>
<td>17</td>
<td>19</td>
<td>24</td>
<td>0</td>
<td>68</td>
</tr>
<tr>
<td>Shoulder/Roadside</td>
<td>23</td>
<td>87</td>
<td>282</td>
<td>177</td>
<td>465</td>
<td>0</td>
<td>1,034</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>7</td>
<td>39</td>
<td>145</td>
<td>117</td>
<td>91</td>
<td>0</td>
<td>399</td>
</tr>
<tr>
<td>Median/Crossing Island</td>
<td>0</td>
<td>7</td>
<td>9</td>
<td>4</td>
<td>24</td>
<td>0</td>
<td>44</td>
</tr>
<tr>
<td>Driveway Access</td>
<td>2</td>
<td>13</td>
<td>46</td>
<td>74</td>
<td>365</td>
<td>0</td>
<td>500</td>
</tr>
<tr>
<td>Shared use paths or trails</td>
<td>1</td>
<td>3</td>
<td>5</td>
<td>10</td>
<td>20</td>
<td>0</td>
<td>39</td>
</tr>
<tr>
<td>Non-Trafficway Area</td>
<td>2</td>
<td>14</td>
<td>36</td>
<td>28</td>
<td>132</td>
<td>0</td>
<td>212</td>
</tr>
<tr>
<td>Other/Unknown</td>
<td>974</td>
<td>8,397</td>
<td>40,452</td>
<td>55,158</td>
<td>571,495</td>
<td>0</td>
<td>676,476</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,110</strong></td>
<td><strong>9,079</strong></td>
<td><strong>42,407</strong></td>
<td><strong>56,908</strong></td>
<td><strong>577,296</strong></td>
<td>0</td>
<td><strong>686,800</strong></td>
</tr>
</tbody>
</table>

From Date 01/01/2015
To Date 12/31/2015
County(s) All Counties

Report generated on: 5/18/2016 11:50:28 AM
## Table 4.01 - Driver Statistics
### Drivers in Crashes by Age Group

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
<th>Driver In Error</th>
<th>Percent in Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-15*</td>
<td>14</td>
<td>1,585</td>
<td>8,590</td>
<td>10,189</td>
<td>9,225</td>
<td>1.8%</td>
</tr>
<tr>
<td>16-20</td>
<td>156</td>
<td>16,846</td>
<td>43,246</td>
<td>60,248</td>
<td>40,461</td>
<td>8.1%</td>
</tr>
<tr>
<td>21-25</td>
<td>193</td>
<td>18,147</td>
<td>47,612</td>
<td>65,952</td>
<td>38,417</td>
<td>7.7%</td>
</tr>
<tr>
<td>26-30</td>
<td>164</td>
<td>14,563</td>
<td>37,972</td>
<td>52,699</td>
<td>27,013</td>
<td>5.4%</td>
</tr>
<tr>
<td>31-35</td>
<td>139</td>
<td>12,540</td>
<td>32,372</td>
<td>45,051</td>
<td>21,074</td>
<td>4.2%</td>
</tr>
<tr>
<td>36-40</td>
<td>120</td>
<td>10,643</td>
<td>28,221</td>
<td>38,984</td>
<td>16,931</td>
<td>3.4%</td>
</tr>
<tr>
<td>41-45</td>
<td>139</td>
<td>10,482</td>
<td>27,683</td>
<td>38,304</td>
<td>15,608</td>
<td>3.1%</td>
</tr>
<tr>
<td>46-50</td>
<td>132</td>
<td>10,028</td>
<td>27,284</td>
<td>37,444</td>
<td>14,773</td>
<td>2.9%</td>
</tr>
<tr>
<td>51-55</td>
<td>154</td>
<td>10,366</td>
<td>27,604</td>
<td>38,124</td>
<td>14,954</td>
<td>3.0%</td>
</tr>
<tr>
<td>56-60</td>
<td>122</td>
<td>9,149</td>
<td>24,988</td>
<td>34,259</td>
<td>13,329</td>
<td>2.7%</td>
</tr>
<tr>
<td>61-65</td>
<td>92</td>
<td>6,854</td>
<td>18,765</td>
<td>25,711</td>
<td>10,101</td>
<td>2.0%</td>
</tr>
<tr>
<td>66-70</td>
<td>73</td>
<td>4,841</td>
<td>13,277</td>
<td>18,191</td>
<td>7,677</td>
<td>1.5%</td>
</tr>
<tr>
<td>71-75</td>
<td>61</td>
<td>3,248</td>
<td>8,312</td>
<td>11,621</td>
<td>5,450</td>
<td>1.1%</td>
</tr>
<tr>
<td>76 and Over</td>
<td>103</td>
<td>4,239</td>
<td>10,949</td>
<td>15,291</td>
<td>8,878</td>
<td>1.8%</td>
</tr>
<tr>
<td>Not Stated</td>
<td>6</td>
<td>1,443</td>
<td>7,825</td>
<td>9,274</td>
<td>7,918</td>
<td>1.6%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,668</td>
<td>134,974</td>
<td>364,700</td>
<td>501,342</td>
<td>251,809</td>
<td>50.2%</td>
</tr>
</tbody>
</table>

*Notes: - Drivers include operators of motorized and non-motorized units
- Age 0 consists of occupants under 12 months
- Percent in Error = Drivers In Error / Total * 100

Table Data: Drivers; does not include Parked Units
## Table 4.02 - Driver Statistics
### Male Drivers in Crashes by Age Group

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-15*</td>
<td>7</td>
<td>636</td>
<td>1,544</td>
<td>2,187</td>
</tr>
<tr>
<td>16-20</td>
<td>105</td>
<td>8,802</td>
<td>23,678</td>
<td>32,585</td>
</tr>
<tr>
<td>21-25</td>
<td>137</td>
<td>9,404</td>
<td>25,885</td>
<td>35,426</td>
</tr>
<tr>
<td>26-30</td>
<td>126</td>
<td>7,641</td>
<td>21,228</td>
<td>28,995</td>
</tr>
<tr>
<td>31-35</td>
<td>100</td>
<td>6,652</td>
<td>18,314</td>
<td>25,066</td>
</tr>
<tr>
<td>36-40</td>
<td>84</td>
<td>5,794</td>
<td>15,952</td>
<td>21,830</td>
</tr>
<tr>
<td>41-45</td>
<td>107</td>
<td>5,680</td>
<td>16,038</td>
<td>21,825</td>
</tr>
<tr>
<td>46-50</td>
<td>107</td>
<td>5,592</td>
<td>15,980</td>
<td>21,679</td>
</tr>
<tr>
<td>51-55</td>
<td>125</td>
<td>5,902</td>
<td>16,358</td>
<td>22,385</td>
</tr>
<tr>
<td>56-60</td>
<td>103</td>
<td>5,206</td>
<td>14,795</td>
<td>20,104</td>
</tr>
<tr>
<td>61-65</td>
<td>69</td>
<td>3,932</td>
<td>11,066</td>
<td>15,067</td>
</tr>
<tr>
<td>66-70</td>
<td>54</td>
<td>2,730</td>
<td>7,841</td>
<td>10,625</td>
</tr>
<tr>
<td>71-75</td>
<td>46</td>
<td>1,841</td>
<td>4,716</td>
<td>6,603</td>
</tr>
<tr>
<td>76 and Over</td>
<td>69</td>
<td>2,416</td>
<td>6,180</td>
<td>8,665</td>
</tr>
<tr>
<td>Not Stated</td>
<td>1</td>
<td>334</td>
<td>1,455</td>
<td>1,790</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,240</strong></td>
<td><strong>72,562</strong></td>
<td><strong>201,030</strong></td>
<td><strong>274,832</strong></td>
</tr>
</tbody>
</table>

*Notes: - Drivers include operators of motorized and non-motorized units
   - Age 0 consists of occupants under 12 months

Table Data: Male Drivers; does not include Parked Units
Table 4.03 - Driver Statistics
Female Drivers in Crashes by Age Group

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-15*</td>
<td>2</td>
<td>267</td>
<td>729</td>
<td>998</td>
</tr>
<tr>
<td>16-20</td>
<td>51</td>
<td>8,043</td>
<td>19,557</td>
<td>27,651</td>
</tr>
<tr>
<td>21-25</td>
<td>56</td>
<td>8,738</td>
<td>21,708</td>
<td>30,502</td>
</tr>
<tr>
<td>26-30</td>
<td>38</td>
<td>6,919</td>
<td>16,735</td>
<td>23,692</td>
</tr>
<tr>
<td>31-35</td>
<td>39</td>
<td>5,885</td>
<td>14,054</td>
<td>19,978</td>
</tr>
<tr>
<td>36-40</td>
<td>36</td>
<td>4,846</td>
<td>12,261</td>
<td>17,143</td>
</tr>
<tr>
<td>41-45</td>
<td>32</td>
<td>4,800</td>
<td>11,637</td>
<td>16,469</td>
</tr>
<tr>
<td>46-50</td>
<td>25</td>
<td>4,436</td>
<td>11,299</td>
<td>15,760</td>
</tr>
<tr>
<td>51-55</td>
<td>29</td>
<td>4,462</td>
<td>11,241</td>
<td>15,732</td>
</tr>
<tr>
<td>56-60</td>
<td>19</td>
<td>3,940</td>
<td>10,191</td>
<td>14,150</td>
</tr>
<tr>
<td>61-65</td>
<td>23</td>
<td>2,922</td>
<td>7,697</td>
<td>10,642</td>
</tr>
<tr>
<td>66-70</td>
<td>19</td>
<td>2,110</td>
<td>5,430</td>
<td>7,559</td>
</tr>
<tr>
<td>71-75</td>
<td>15</td>
<td>1,407</td>
<td>3,594</td>
<td>5,016</td>
</tr>
<tr>
<td>76 and Over</td>
<td>34</td>
<td>1,821</td>
<td>4,755</td>
<td>6,610</td>
</tr>
<tr>
<td>Not Stated</td>
<td>0</td>
<td>126</td>
<td>634</td>
<td>760</td>
</tr>
<tr>
<td>Total</td>
<td>418</td>
<td>60,722</td>
<td>151,522</td>
<td>212,662</td>
</tr>
</tbody>
</table>

*Notes: - Drivers include operators of motorized and non-motorized units
- Age 0 consists of occupants under 12 months

Table Data: Female Drivers; does not include Parked Units
<table>
<thead>
<tr>
<th></th>
<th>Male</th>
<th>Female</th>
<th>Not Stated</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Insured</td>
<td>50,976</td>
<td>35,488</td>
<td>8,183</td>
<td>94,647</td>
</tr>
<tr>
<td>Insured</td>
<td>221,627</td>
<td>176,405</td>
<td>446</td>
<td>398,478</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>272,603</td>
<td>211,893</td>
<td>8,629</td>
<td>493,125</td>
</tr>
</tbody>
</table>

*Table Data: Drivers; does not include Parked Units; does not include Non-Motorist Unit Types (Animal w/Rider, Animal w/Buggy, Bicycle, Pedestrian, Pedalcyclist, Skater, Other Non-Motorist or Unknown non-Motorist)*
### Table 4.06 - Driver Statistics

**No Proof of Insurance Shown in Crashes by Age Group**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Uninsured Drivers</th>
<th>Percent of Total Uninsured Drivers</th>
<th>Uninsured Drivers in Error</th>
<th>Percent of Uninsured in Error By Age Grp</th>
<th>Percent of Uninsured Drivers in Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-15*</td>
<td>6,113</td>
<td>6.5%</td>
<td>5,658</td>
<td>92.6%</td>
<td>6.0%</td>
</tr>
<tr>
<td>16-20</td>
<td>10,197</td>
<td>10.8%</td>
<td>7,727</td>
<td>75.8%</td>
<td>8.2%</td>
</tr>
<tr>
<td>21-25</td>
<td>15,252</td>
<td>16.1%</td>
<td>10,717</td>
<td>70.3%</td>
<td>11.3%</td>
</tr>
<tr>
<td>26-30</td>
<td>11,734</td>
<td>12.4%</td>
<td>7,807</td>
<td>66.5%</td>
<td>8.2%</td>
</tr>
<tr>
<td>31-35</td>
<td>9,174</td>
<td>9.7%</td>
<td>5,838</td>
<td>63.6%</td>
<td>6.2%</td>
</tr>
<tr>
<td>36-40</td>
<td>7,157</td>
<td>7.6%</td>
<td>4,398</td>
<td>61.5%</td>
<td>4.6%</td>
</tr>
<tr>
<td>41-45</td>
<td>6,206</td>
<td>6.6%</td>
<td>3,561</td>
<td>57.4%</td>
<td>3.8%</td>
</tr>
<tr>
<td>46-50</td>
<td>5,730</td>
<td>6.1%</td>
<td>3,223</td>
<td>56.2%</td>
<td>3.4%</td>
</tr>
<tr>
<td>51-55</td>
<td>5,389</td>
<td>5.7%</td>
<td>2,940</td>
<td>54.6%</td>
<td>3.1%</td>
</tr>
<tr>
<td>56-60</td>
<td>4,412</td>
<td>4.7%</td>
<td>2,327</td>
<td>52.7%</td>
<td>2.5%</td>
</tr>
<tr>
<td>61-65</td>
<td>2,844</td>
<td>3.0%</td>
<td>1,461</td>
<td>51.4%</td>
<td>1.5%</td>
</tr>
<tr>
<td>66-70</td>
<td>1,746</td>
<td>1.8%</td>
<td>963</td>
<td>55.2%</td>
<td>1.0%</td>
</tr>
<tr>
<td>71-75</td>
<td>1,146</td>
<td>1.2%</td>
<td>629</td>
<td>54.9%</td>
<td>0.7%</td>
</tr>
<tr>
<td>76 and Over</td>
<td>1,711</td>
<td>1.8%</td>
<td>1,131</td>
<td>66.1%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Not Stated</td>
<td>5,836</td>
<td>6.2%</td>
<td>4,995</td>
<td>85.6%</td>
<td>5.3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>94,647</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>63,375</strong></td>
<td><strong>67.0%</strong></td>
<td><strong>64.3%</strong></td>
</tr>
</tbody>
</table>

*Table Data: Uninsured Drivers; does not include Parked Units; does not include Non-Motorist Unit Types (Animal w/Rider, Animal w/Buggy, Bicycle, Pedestrian, Pedalcyclist, Skater, Other Non-Motorist or Unknown Non-Motorist)*

- Percent of Total Uninsured Drivers = Uninsured Drivers / Total Number of Uninsured Drivers * 100
- Percent of Uninsured In Error by Age Grp = Uninsured Drivers In Error / Number of Uninsured Drivers * 100
- Percent of Uninsured Drivers In Error = Uninsured Drivers In Error / Total Number of Uninsured Drivers * 100
## Table 4.07 - Driver Statistics
### Condition of Drivers in Crashes

<table>
<thead>
<tr>
<th>Condition</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apparently Normal</td>
<td>1,242</td>
<td>124,870</td>
<td>351,551</td>
<td>477,663</td>
</tr>
<tr>
<td>Physical Impairment</td>
<td>11</td>
<td>812</td>
<td>752</td>
<td>1,575</td>
</tr>
<tr>
<td>Emotional (E.G., Depressed, Angry, Disturbed)</td>
<td>11</td>
<td>853</td>
<td>715</td>
<td>1,579</td>
</tr>
<tr>
<td>Illness</td>
<td>15</td>
<td>727</td>
<td>342</td>
<td>1,084</td>
</tr>
<tr>
<td>Fell Asleep, Fainted, Fatigued, Etc</td>
<td>20</td>
<td>1,451</td>
<td>1,550</td>
<td>3,021</td>
</tr>
<tr>
<td>Under the Influence of Medications/Drugs/Alcohol</td>
<td>225</td>
<td>4,924</td>
<td>6,099</td>
<td>11,248</td>
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<tr>
<td>Other</td>
<td>144</td>
<td>1,337</td>
<td>3,691</td>
<td>5,172</td>
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<tr>
<td>Unknown</td>
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<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>1,668</strong></td>
<td><strong>134,974</strong></td>
<td><strong>364,700</strong></td>
<td><strong>501,342</strong></td>
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*Notes: - Drivers include operators of motorized and non-motorized units

Table Data: Drivers
### Table 4.08 - Driver Statistics
### Driver Distraction 1 by Age Groups

<table>
<thead>
<tr>
<th>From Date</th>
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<td>To Date</td>
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</tr>
<tr>
<td>County(s)</td>
<td>All Counties</td>
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<thead>
<tr>
<th>Distraction</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Distraction Reported</td>
<td>0-15</td>
<td>13</td>
<td>1,531</td>
<td>8,450</td>
</tr>
<tr>
<td></td>
<td>16-20</td>
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<td>40,006</td>
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<tr>
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<tr>
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<td>157</td>
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<td>35,989</td>
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<tr>
<td></td>
<td>31-35</td>
<td>131</td>
<td>11,787</td>
<td>30,953</td>
</tr>
<tr>
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<td>36-40</td>
<td>115</td>
<td>10,026</td>
<td>27,093</td>
</tr>
<tr>
<td></td>
<td>41-45</td>
<td>136</td>
<td>9,978</td>
<td>26,649</td>
</tr>
<tr>
<td></td>
<td>46-50</td>
<td>127</td>
<td>9,534</td>
<td>26,334</td>
</tr>
<tr>
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<td>9,884</td>
<td>26,666</td>
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<tr>
<td></td>
<td>56-60</td>
<td>120</td>
<td>8,769</td>
<td>24,160</td>
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<tr>
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<td>71</td>
<td>4,666</td>
<td>12,817</td>
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<tr>
<td></td>
<td>71-75</td>
<td>59</td>
<td>3,128</td>
<td>8,070</td>
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<tr>
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<td>76 &amp; Over</td>
<td>102</td>
<td>4,073</td>
<td>10,606</td>
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<tr>
<td>Not Stated</td>
<td>6</td>
<td>1,406</td>
<td>7,720</td>
<td>9,132</td>
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<tr>
<td>Total</td>
<td>1,599</td>
<td>126,938</td>
<td>348,501</td>
<td>477,038</td>
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<table>
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<tr>
<th>Distraction</th>
<th>Phone</th>
<th>0-15</th>
<th>16-20</th>
<th>21-25</th>
<th>26-30</th>
<th>31-35</th>
<th>36-40</th>
<th>41-45</th>
<th>46-50</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Distraction Reported</td>
<td>0-15</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>2</td>
<td>3</td>
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<td>173</td>
<td>205</td>
<td>149</td>
<td>93</td>
<td>77</td>
<td>72</td>
<td>53</td>
</tr>
<tr>
<td></td>
<td>21-25</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>26-30</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>31-35</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>36-40</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>41-45</td>
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<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>46-50</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>Phone</td>
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<td>478</td>
<td>561</td>
<td>402</td>
<td>288</td>
<td>220</td>
<td>171</td>
<td>161</td>
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</table>
### Table 4.08 - Driver Statistics
#### Driver Distraction 1 by Age Groups

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Phone</th>
<th>Texting/Emailing</th>
<th>Electronic Communication Device</th>
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<tbody>
<tr>
<td></td>
<td>Fatal</td>
<td>Injury</td>
<td>Property Damage</td>
</tr>
<tr>
<td>51-55</td>
<td>1</td>
<td>49</td>
<td>94</td>
</tr>
<tr>
<td>56-60</td>
<td>0</td>
<td>36</td>
<td>71</td>
</tr>
<tr>
<td>61-65</td>
<td>0</td>
<td>24</td>
<td>57</td>
</tr>
<tr>
<td>66-70</td>
<td>0</td>
<td>20</td>
<td>35</td>
</tr>
<tr>
<td>71-75</td>
<td>1</td>
<td>8</td>
<td>16</td>
</tr>
<tr>
<td>76 &amp; Over</td>
<td>0</td>
<td>6</td>
<td>23</td>
</tr>
<tr>
<td>Not Stated</td>
<td>0</td>
<td>10</td>
<td>5</td>
</tr>
</tbody>
</table>

**Total**:
- **Phone**: 13 Fatal, 981 Injury, 1,789 Property Damage, 2,783 Total
- **Texting/Emailing**: 3 Fatal, 159 Injury, 271 Property Damage, 433 Total
- **Electronic Communication Device**: 0 Fatal, 1 Injury, 5 Property Damage, 6 Total
### Table 4.08 - Driver Statistics

**Driver Distraction 1 by Age Groups**

<table>
<thead>
<tr>
<th>Electronic Communication Device</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
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</thead>
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<td>15</td>
<td>22</td>
<td>37</td>
</tr>
<tr>
<td>36-40</td>
<td>0</td>
<td>21</td>
<td>14</td>
<td>35</td>
</tr>
<tr>
<td>41-45</td>
<td>0</td>
<td>6</td>
<td>23</td>
<td>29</td>
</tr>
<tr>
<td>46-50</td>
<td>1</td>
<td>6</td>
<td>17</td>
<td>24</td>
</tr>
<tr>
<td>51-55</td>
<td>0</td>
<td>8</td>
<td>8</td>
<td>16</td>
</tr>
<tr>
<td>56-60</td>
<td>0</td>
<td>3</td>
<td>8</td>
<td>11</td>
</tr>
<tr>
<td>61-65</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>66-70</td>
<td>0</td>
<td>4</td>
<td>5</td>
<td>9</td>
</tr>
<tr>
<td>71-75</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>76 &amp; Over</td>
<td>0</td>
<td>2</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>Not Stated</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1</td>
<td>120</td>
<td>210</td>
<td>331</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Electronic Device (navigation device, DVD player, Radio etc.)</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-15</td>
<td>1</td>
<td>6</td>
<td>2</td>
<td>9</td>
</tr>
<tr>
<td>16-20</td>
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<td>390</td>
<td>579</td>
</tr>
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<td>293</td>
<td>431</td>
</tr>
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<td>26-30</td>
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<td>151</td>
<td>239</td>
</tr>
<tr>
<td>31-35</td>
<td>1</td>
<td>55</td>
<td>94</td>
<td>150</td>
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<tr>
<td>36-40</td>
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<td>84</td>
<td>119</td>
</tr>
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<td>41-45</td>
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<td>40</td>
<td>60</td>
<td>100</td>
</tr>
<tr>
<td>46-50</td>
<td>0</td>
<td>22</td>
<td>49</td>
<td>71</td>
</tr>
<tr>
<td>51-55</td>
<td>1</td>
<td>23</td>
<td>51</td>
<td>75</td>
</tr>
<tr>
<td>56-60</td>
<td>0</td>
<td>14</td>
<td>43</td>
<td>57</td>
</tr>
<tr>
<td>61-65</td>
<td>1</td>
<td>11</td>
<td>22</td>
<td>34</td>
</tr>
<tr>
<td>66-70</td>
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<td>16</td>
<td>20</td>
</tr>
<tr>
<td>71-75</td>
<td>0</td>
<td>3</td>
<td>9</td>
<td>12</td>
</tr>
<tr>
<td>76 &amp; Over</td>
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<td>5</td>
<td>11</td>
<td>16</td>
</tr>
<tr>
<td>Not Stated</td>
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<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
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<td>633</td>
<td>1,275</td>
<td>1,913</td>
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</table>
## Table 4.08 - Driver Statistics
### Driver Distraction 1 by Age Groups

<table>
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<th>Other Inside the Vehicle</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
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</tr>
<tr>
<td>16-20</td>
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<td>504</td>
<td>1,010</td>
<td>1,518</td>
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<tr>
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<td>669</td>
<td>1,032</td>
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<tr>
<td>31-35</td>
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<td>765</td>
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<tr>
<td>36-40</td>
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<td>362</td>
<td>585</td>
</tr>
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<td>276</td>
<td>433</td>
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<td>190</td>
<td>282</td>
</tr>
<tr>
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<td>62</td>
<td>144</td>
<td>208</td>
</tr>
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<td>71-75</td>
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<td>46</td>
<td>76</td>
<td>123</td>
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<tr>
<td>76 &amp; Over</td>
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<td>117</td>
<td>175</td>
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<tr>
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<td>7</td>
<td>10</td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>2,707</strong></td>
<td><strong>5,088</strong></td>
<td><strong>7,812</strong></td>
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<table>
<thead>
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<th>External Distraction (outside the vehicle)</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
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<td>0-15</td>
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<td>24</td>
<td>34</td>
<td>58</td>
</tr>
<tr>
<td>16-20</td>
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<td>353</td>
<td>754</td>
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<td>300</td>
<td>662</td>
<td>965</td>
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<td>26-30</td>
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<td>207</td>
<td>477</td>
<td>686</td>
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<td>321</td>
<td>481</td>
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<td>299</td>
<td>421</td>
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<td>62</td>
<td>205</td>
<td>267</td>
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</table>
## Table 4.08 - Driver Statistics
### Driver Distraction 1 by Age Groups

<table>
<thead>
<tr>
<th>External Distraction (outside the vehicle)</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>71-75</td>
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<td>118</td>
<td>170</td>
</tr>
<tr>
<td>76 &amp; Over</td>
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<td>88</td>
<td>173</td>
<td>261</td>
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<tr>
<td>Not Stated</td>
<td>0</td>
<td>2</td>
<td>14</td>
<td>16</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>13</strong></td>
<td><strong>2,067</strong></td>
<td><strong>4,541</strong></td>
<td><strong>6,621</strong></td>
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<tr>
<td>No Distraction Reported</td>
<td>Fatal</td>
<td>Injury</td>
<td>Property Damage</td>
<td>Total</td>
</tr>
<tr>
<td>-------------------------</td>
<td>-------</td>
<td>--------</td>
<td>-----------------</td>
<td>-------</td>
</tr>
<tr>
<td>0-15</td>
<td>14</td>
<td>1,573</td>
<td>8,541</td>
<td>10,128</td>
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<tr>
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<td>16,477</td>
<td>42,395</td>
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<td>37,518</td>
<td>52,039</td>
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<td>31-35</td>
<td>138</td>
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## Table 4.08A - Driver Statistics
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## Table 5.01 - Unit Statistics
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<td>12,198</td>
<td>34,022</td>
<td>46,348</td>
<td>8.51 %</td>
</tr>
<tr>
<td>Minivan</td>
<td>75</td>
<td>6,911</td>
<td>18,164</td>
<td>25,150</td>
<td>4.62 %</td>
</tr>
<tr>
<td>Sport Utility Vehicle</td>
<td>273</td>
<td>28,859</td>
<td>81,913</td>
<td>111,045</td>
<td>20.38 %</td>
</tr>
<tr>
<td>Pickup</td>
<td>230</td>
<td>14,743</td>
<td>45,113</td>
<td>60,086</td>
<td>11.03 %</td>
</tr>
<tr>
<td>Van</td>
<td>26</td>
<td>2,726</td>
<td>8,215</td>
<td>10,967</td>
<td>2.01 %</td>
</tr>
<tr>
<td><strong>Passenger Vehicles - Subtotal</strong></td>
<td>1,275</td>
<td>128,062</td>
<td>363,553</td>
<td>492,890</td>
<td>90.48 %</td>
</tr>
<tr>
<td>Motorized Bicycle</td>
<td>1</td>
<td>55</td>
<td>19</td>
<td>75</td>
<td>0.01 %</td>
</tr>
<tr>
<td>Snowmobile/ATV</td>
<td>17</td>
<td>154</td>
<td>48</td>
<td>219</td>
<td>0.04 %</td>
</tr>
<tr>
<td>Other Passenger Vehicle</td>
<td>4</td>
<td>168</td>
<td>584</td>
<td>756</td>
<td>0.14 %</td>
</tr>
<tr>
<td><strong>Other Passenger Vehicles - Subtotal</strong></td>
<td>22</td>
<td>377</td>
<td>651</td>
<td>1,050</td>
<td>0.19 %</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>167</td>
<td>2,935</td>
<td>812</td>
<td>3,914</td>
<td>0.72 %</td>
</tr>
<tr>
<td><strong>Motorcycle - Subtotal</strong></td>
<td>167</td>
<td>2,935</td>
<td>812</td>
<td>3,914</td>
<td>0.72 %</td>
</tr>
<tr>
<td>Single Unit Truck or Van 2 axle, 6 tires</td>
<td>27</td>
<td>1,116</td>
<td>4,543</td>
<td>5,686</td>
<td>1.04 %</td>
</tr>
<tr>
<td>Single Unit Truck; 3+ axles</td>
<td>24</td>
<td>546</td>
<td>1,958</td>
<td>2,528</td>
<td>0.46 %</td>
</tr>
<tr>
<td>Single Unit Truck / Trailer</td>
<td>12</td>
<td>357</td>
<td>1,573</td>
<td>1,942</td>
<td>0.36 %</td>
</tr>
<tr>
<td>Truck/Tractor (Bobtail)</td>
<td>2</td>
<td>100</td>
<td>366</td>
<td>468</td>
<td>0.09 %</td>
</tr>
<tr>
<td>Tractor/Semi-Trailer</td>
<td>139</td>
<td>2,314</td>
<td>9,106</td>
<td>11,559</td>
<td>2.12 %</td>
</tr>
<tr>
<td>Tractor/Doubles</td>
<td>3</td>
<td>65</td>
<td>183</td>
<td>251</td>
<td>0.05 %</td>
</tr>
<tr>
<td>Tractor/Triples</td>
<td>1</td>
<td>4</td>
<td>40</td>
<td>45</td>
<td>0.01 %</td>
</tr>
<tr>
<td>Other Med/Heavy Vehicle</td>
<td>14</td>
<td>318</td>
<td>1,385</td>
<td>1,717</td>
<td>0.32 %</td>
</tr>
<tr>
<td><strong>Med / Heavy Trucks - Subtotal</strong></td>
<td>222</td>
<td>4,820</td>
<td>19,154</td>
<td>24,196</td>
<td>4.44 %</td>
</tr>
<tr>
<td>Bus /Van (9-15 seats inc Driver)</td>
<td>2</td>
<td>252</td>
<td>938</td>
<td>1,192</td>
<td>0.22 %</td>
</tr>
<tr>
<td>Bus (16+ Seats, Inc Driver)</td>
<td>2</td>
<td>468</td>
<td>1,931</td>
<td>2,401</td>
<td>0.44 %</td>
</tr>
<tr>
<td><strong>Bus / Van / Limo - Subtotal</strong></td>
<td>4</td>
<td>720</td>
<td>2,669</td>
<td>3,593</td>
<td>0.66 %</td>
</tr>
<tr>
<td>Animal with Rider</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>0.00 %</td>
</tr>
<tr>
<td>Animal with Buggy, Wagon, Surrey</td>
<td>3</td>
<td>68</td>
<td>71</td>
<td>142</td>
<td>0.03 %</td>
</tr>
<tr>
<td>Bicycle/Pedacyclist</td>
<td>29</td>
<td>1,273</td>
<td>206</td>
<td>1,508</td>
<td>0.28 %</td>
</tr>
<tr>
<td>Pedestrian/Skater</td>
<td>136</td>
<td>2,511</td>
<td>165</td>
<td>2,812</td>
<td>0.52 %</td>
</tr>
<tr>
<td>Other Non-Motorist</td>
<td>0</td>
<td>41</td>
<td>39</td>
<td>80</td>
<td>0.01 %</td>
</tr>
<tr>
<td><strong>Non-Motorist - Subtotal</strong></td>
<td>168</td>
<td>3,895</td>
<td>482</td>
<td>4,545</td>
<td>0.83 %</td>
</tr>
<tr>
<td>Unknown or Hit/Skip</td>
<td>10</td>
<td>1,553</td>
<td>12,989</td>
<td>14,552</td>
<td>2.67 %</td>
</tr>
<tr>
<td><strong>Unknown - Subtotal</strong></td>
<td>10</td>
<td>1,553</td>
<td>12,989</td>
<td>14,552</td>
<td>2.67 %</td>
</tr>
<tr>
<td><strong>Total - All Unit Types</strong></td>
<td><strong>544,740</strong></td>
<td></td>
<td></td>
<td><strong>100.00 %</strong></td>
<td></td>
</tr>
</tbody>
</table>

*These are the number of units involved in crashes, not total crashes.
### Special Function Units Involved* in Crashes

**Table 5.01A - Unit Statistics**

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ambulance</td>
<td>3</td>
<td>103</td>
<td>453</td>
<td>559</td>
<td>0.10 %</td>
</tr>
<tr>
<td>Fire</td>
<td>0</td>
<td>97</td>
<td>432</td>
<td>529</td>
<td>0.10 %</td>
</tr>
<tr>
<td>Police</td>
<td>7</td>
<td>446</td>
<td>1,759</td>
<td>2,212</td>
<td>0.41 %</td>
</tr>
<tr>
<td><strong>Public Safety - Subtotal</strong></td>
<td>10</td>
<td>646</td>
<td>2,644</td>
<td>3,300</td>
<td>0.61 %</td>
</tr>
<tr>
<td>Taxi</td>
<td>1</td>
<td>324</td>
<td>871</td>
<td>1,196</td>
<td>0.22 %</td>
</tr>
<tr>
<td>Bus – Transit</td>
<td>0</td>
<td>244</td>
<td>747</td>
<td>991</td>
<td>0.18 %</td>
</tr>
<tr>
<td>Train</td>
<td>6</td>
<td>20</td>
<td>35</td>
<td>61</td>
<td>0.01 %</td>
</tr>
<tr>
<td><strong>Public Transportation - Subtotal</strong></td>
<td>7</td>
<td>588</td>
<td>1,653</td>
<td>2,248</td>
<td>0.41 %</td>
</tr>
<tr>
<td>Bus – School (public or private)</td>
<td>0</td>
<td>247</td>
<td>1,268</td>
<td>1,515</td>
<td>0.28 %</td>
</tr>
<tr>
<td>Bus – Charter</td>
<td>0</td>
<td>22</td>
<td>78</td>
<td>100</td>
<td>0.02 %</td>
</tr>
<tr>
<td>Bus – Shuttle</td>
<td>0</td>
<td>50</td>
<td>183</td>
<td>233</td>
<td>0.04 %</td>
</tr>
<tr>
<td>Bus – Other</td>
<td>3</td>
<td>45</td>
<td>185</td>
<td>233</td>
<td>0.04 %</td>
</tr>
<tr>
<td><strong>Other Transportation - Subtotal</strong></td>
<td>3</td>
<td>364</td>
<td>1,714</td>
<td>2,081</td>
<td>0.38 %</td>
</tr>
<tr>
<td>Highway/Maintenance</td>
<td>8</td>
<td>164</td>
<td>753</td>
<td>925</td>
<td>0.17 %</td>
</tr>
<tr>
<td>Military</td>
<td>0</td>
<td>4</td>
<td>28</td>
<td>32</td>
<td>0.01 %</td>
</tr>
<tr>
<td>Public Utility</td>
<td>3</td>
<td>150</td>
<td>784</td>
<td>937</td>
<td>0.17 %</td>
</tr>
<tr>
<td>Other Government</td>
<td>2</td>
<td>256</td>
<td>1,190</td>
<td>1,448</td>
<td>0.27 %</td>
</tr>
<tr>
<td><strong>Government / Utility Vehicle - Subtotal</strong></td>
<td>13</td>
<td>574</td>
<td>2,755</td>
<td>3,342</td>
<td>0.61 %</td>
</tr>
<tr>
<td>Farm Vehicle</td>
<td>5</td>
<td>101</td>
<td>285</td>
<td>391</td>
<td>0.07 %</td>
</tr>
<tr>
<td>Farm Equipment</td>
<td>1</td>
<td>46</td>
<td>149</td>
<td>196</td>
<td>0.04 %</td>
</tr>
<tr>
<td><strong>Farm - Subtotal</strong></td>
<td>6</td>
<td>147</td>
<td>434</td>
<td>587</td>
<td>0.11 %</td>
</tr>
<tr>
<td>Rental Trucks (over 10,000 lbs)</td>
<td>1</td>
<td>105</td>
<td>531</td>
<td>637</td>
<td>0.12 %</td>
</tr>
<tr>
<td>Construction Equip.</td>
<td>7</td>
<td>317</td>
<td>1,317</td>
<td>1,641</td>
<td>0.30 %</td>
</tr>
<tr>
<td>Motorhome</td>
<td>1</td>
<td>15</td>
<td>89</td>
<td>105</td>
<td>0.02 %</td>
</tr>
<tr>
<td>Golf Cart</td>
<td>0</td>
<td>15</td>
<td>6</td>
<td>21</td>
<td>0.00 %</td>
</tr>
<tr>
<td>Other (explain in narrative)</td>
<td>18</td>
<td>727</td>
<td>2,540</td>
<td>3,285</td>
<td>0.60 %</td>
</tr>
<tr>
<td><strong>Other - Subtotal</strong></td>
<td>27</td>
<td>1,179</td>
<td>4,483</td>
<td>5,689</td>
<td>1.04 %</td>
</tr>
<tr>
<td>None</td>
<td>1,802</td>
<td>138,864</td>
<td>386,827</td>
<td>527,493</td>
<td>96.83 %</td>
</tr>
<tr>
<td><strong>None - Subtotal</strong></td>
<td>1,802</td>
<td>138,864</td>
<td>386,827</td>
<td>527,493</td>
<td>96.83 %</td>
</tr>
<tr>
<td><strong>Total - All Unit Types</strong></td>
<td>544,740</td>
<td>100.00 %</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*These are the number of units involved in crashes, not total crashes.*
<table>
<thead>
<tr>
<th>Seating Position</th>
<th>Fatal Injury</th>
<th>Incapacitating Injury</th>
<th>Non-Incapacitating Injury</th>
<th>Possible Injury</th>
<th>No Injury</th>
<th>Not Stated / Unknown</th>
<th>Total Occupants</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Seat – Left Side (Motorcycle Driver)</td>
<td>775</td>
<td>6,466</td>
<td>30,635</td>
<td>39,118</td>
<td>422,954</td>
<td>0</td>
<td>499,948</td>
</tr>
<tr>
<td>Front Seat – Middle</td>
<td>3</td>
<td>28</td>
<td>134</td>
<td>170</td>
<td>1,303</td>
<td>0</td>
<td>1,638</td>
</tr>
<tr>
<td>Front Seat – Right Side</td>
<td>119</td>
<td>1,229</td>
<td>6,408</td>
<td>9,277</td>
<td>72,629</td>
<td>0</td>
<td>89,662</td>
</tr>
<tr>
<td>Second Seat – Left Side (Motorcycle Passenger)</td>
<td>34</td>
<td>337</td>
<td>1,389</td>
<td>2,622</td>
<td>22,780</td>
<td>0</td>
<td>27,162</td>
</tr>
<tr>
<td>Second Seat – Middle</td>
<td>9</td>
<td>62</td>
<td>355</td>
<td>719</td>
<td>6,393</td>
<td>0</td>
<td>7,538</td>
</tr>
<tr>
<td>Second Seat – Right Side</td>
<td>17</td>
<td>256</td>
<td>1,463</td>
<td>2,891</td>
<td>25,832</td>
<td>0</td>
<td>30,459</td>
</tr>
<tr>
<td>Third – Left Side (Motorcycle Side Car)</td>
<td>0</td>
<td>16</td>
<td>95</td>
<td>186</td>
<td>2,110</td>
<td>0</td>
<td>2,407</td>
</tr>
<tr>
<td>Third – Middle</td>
<td>2</td>
<td>6</td>
<td>37</td>
<td>88</td>
<td>817</td>
<td>0</td>
<td>950</td>
</tr>
<tr>
<td>Third – Right Side</td>
<td>3</td>
<td>10</td>
<td>96</td>
<td>218</td>
<td>1,961</td>
<td>0</td>
<td>2,288</td>
</tr>
<tr>
<td>Sleeper Section Of Cab (Truck)</td>
<td>0</td>
<td>5</td>
<td>20</td>
<td>1</td>
<td>286</td>
<td>0</td>
<td>312</td>
</tr>
<tr>
<td>Passenger In Other Enclosed Cargo Area (Non Trailing Unit Such As A Bus, Pick-up with Cap)</td>
<td>0</td>
<td>7</td>
<td>126</td>
<td>328</td>
<td>8,898</td>
<td>0</td>
<td>9,359</td>
</tr>
<tr>
<td>Passenger In Unenclosed Cargo Area</td>
<td>1</td>
<td>5</td>
<td>14</td>
<td>8</td>
<td>74</td>
<td>0</td>
<td>102</td>
</tr>
<tr>
<td>Trailing Unit</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>20</td>
<td>0</td>
<td>24</td>
</tr>
<tr>
<td>Riding On Vehicle Exterior (Non-Trailing Unit)</td>
<td>2</td>
<td>8</td>
<td>11</td>
<td>9</td>
<td>44</td>
<td>0</td>
<td>74</td>
</tr>
<tr>
<td>Non-Motorist</td>
<td>133</td>
<td>564</td>
<td>1,374</td>
<td>917</td>
<td>674</td>
<td>0</td>
<td>3,662</td>
</tr>
<tr>
<td>Other</td>
<td>2</td>
<td>16</td>
<td>85</td>
<td>90</td>
<td>3,126</td>
<td>0</td>
<td>3,319</td>
</tr>
<tr>
<td>Unknown</td>
<td>10</td>
<td>30</td>
<td>89</td>
<td>184</td>
<td>4,516</td>
<td>0</td>
<td>4,829</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,110</strong></td>
<td><strong>9,045</strong></td>
<td><strong>42,333</strong></td>
<td><strong>56,828</strong></td>
<td><strong>574,417</strong></td>
<td><strong>0</strong></td>
<td><strong>683,733</strong></td>
</tr>
</tbody>
</table>

*Table Data: All unit-types included*
# Table 5.03 - Unit Statistics

Drivers and Pedestrians in All Crashes by Age and Unit Type

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Motorist</th>
<th>Non-Motorist</th>
<th>Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Passenger Vehicle</td>
<td>Other Passenger Vehicle</td>
<td>MotorCycle</td>
<td>Med / Heavy Trucks</td>
</tr>
<tr>
<td>0-15*</td>
<td>6,287</td>
<td>69</td>
<td>42</td>
<td>358</td>
</tr>
<tr>
<td>16-20</td>
<td>59,303</td>
<td>93</td>
<td>197</td>
<td>277</td>
</tr>
<tr>
<td>21-25</td>
<td>63,447</td>
<td>101</td>
<td>442</td>
<td>1,471</td>
</tr>
<tr>
<td>26-30</td>
<td>49,877</td>
<td>92</td>
<td>400</td>
<td>1,909</td>
</tr>
<tr>
<td>31-35</td>
<td>42,237</td>
<td>55</td>
<td>314</td>
<td>2,016</td>
</tr>
<tr>
<td>36-40</td>
<td>36,066</td>
<td>70</td>
<td>276</td>
<td>2,198</td>
</tr>
<tr>
<td>41-45</td>
<td>34,616</td>
<td>90</td>
<td>378</td>
<td>2,695</td>
</tr>
<tr>
<td>46-50</td>
<td>33,533</td>
<td>81</td>
<td>427</td>
<td>2,860</td>
</tr>
<tr>
<td>51-55</td>
<td>33,965</td>
<td>73</td>
<td>454</td>
<td>2,973</td>
</tr>
<tr>
<td>56-60</td>
<td>30,502</td>
<td>81</td>
<td>349</td>
<td>2,633</td>
</tr>
<tr>
<td>61-65</td>
<td>23,505</td>
<td>47</td>
<td>244</td>
<td>1,449</td>
</tr>
<tr>
<td>66-70</td>
<td>17,183</td>
<td>35</td>
<td>152</td>
<td>570</td>
</tr>
<tr>
<td>71-75</td>
<td>11,139</td>
<td>25</td>
<td>70</td>
<td>281</td>
</tr>
<tr>
<td>76 and Over</td>
<td>15,025</td>
<td>24</td>
<td>26</td>
<td>137</td>
</tr>
<tr>
<td>Not Stated</td>
<td>5,443</td>
<td>20</td>
<td>39</td>
<td>947</td>
</tr>
<tr>
<td>Total</td>
<td>462,128</td>
<td>956</td>
<td>3,810</td>
<td>22,774</td>
</tr>
</tbody>
</table>

**Table Data:** All unit-types included; drivers and Pedestrians; Pre-Crash Action of Parked not included.

**Note:** These are number of units involved in crashes, not total crashes or people.

Report generated on: 5/18/2016 11:51:17 AM
### Table 5.04 - Unit Statistics

Drivers and Pedestrians in Fatal Crashes by Age and Unit Type

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Passenger Vehicle</th>
<th>Other Passenger Vehicle</th>
<th>MotorCycle</th>
<th>Med / Heavy Trucks</th>
<th>Bus / Van / Limo</th>
<th>Non-Motorist</th>
<th>Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-15*</td>
<td>6</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>14</td>
<td>1</td>
<td>22</td>
</tr>
<tr>
<td>16-20</td>
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<td>2</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>15</td>
<td>0</td>
<td>168</td>
</tr>
<tr>
<td>21-25</td>
<td>159</td>
<td>3</td>
<td>15</td>
<td>13</td>
<td>0</td>
<td>13</td>
<td>0</td>
<td>203</td>
</tr>
<tr>
<td>26-30</td>
<td>130</td>
<td>1</td>
<td>20</td>
<td>11</td>
<td>1</td>
<td>7</td>
<td>1</td>
<td>171</td>
</tr>
<tr>
<td>31-35</td>
<td>109</td>
<td>0</td>
<td>9</td>
<td>20</td>
<td>0</td>
<td>14</td>
<td>0</td>
<td>152</td>
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<tr>
<td>36-40</td>
<td>90</td>
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<td>8</td>
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<td>1</td>
<td>14</td>
<td>0</td>
<td>132</td>
</tr>
<tr>
<td>41-45</td>
<td>86</td>
<td>3</td>
<td>15</td>
<td>33</td>
<td>0</td>
<td>15</td>
<td>0</td>
<td>152</td>
</tr>
<tr>
<td>46-50</td>
<td>82</td>
<td>2</td>
<td>23</td>
<td>21</td>
<td>0</td>
<td>15</td>
<td>0</td>
<td>143</td>
</tr>
<tr>
<td>51-55</td>
<td>98</td>
<td>1</td>
<td>22</td>
<td>28</td>
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<td>21</td>
<td>0</td>
<td>170</td>
</tr>
<tr>
<td>56-60</td>
<td>69</td>
<td>3</td>
<td>25</td>
<td>23</td>
<td>0</td>
<td>14</td>
<td>0</td>
<td>134</td>
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<tr>
<td>61-65</td>
<td>59</td>
<td>2</td>
<td>8</td>
<td>22</td>
<td>1</td>
<td>8</td>
<td>0</td>
<td>100</td>
</tr>
<tr>
<td>66-70</td>
<td>56</td>
<td>1</td>
<td>8</td>
<td>4</td>
<td>1</td>
<td>8</td>
<td>0</td>
<td>78</td>
</tr>
<tr>
<td>71-75</td>
<td>50</td>
<td>1</td>
<td>5</td>
<td>4</td>
<td>0</td>
<td>6</td>
<td>0</td>
<td>66</td>
</tr>
<tr>
<td>76 and Over</td>
<td>96</td>
<td>1</td>
<td>2</td>
<td>4</td>
<td>0</td>
<td>4</td>
<td>0</td>
<td>107</td>
</tr>
<tr>
<td>Not Stated</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td>Total</td>
<td>1,236</td>
<td>22</td>
<td>167</td>
<td>203</td>
<td>4</td>
<td>168</td>
<td>4</td>
<td>1,804</td>
</tr>
</tbody>
</table>

Table Data: All unit-types included; drivers and Pedestrians; Pre-Crash Action of Parked not included.

Note: These are number of units involved in crashes, not total crashes or people.
## Table 5.05 - Unit Statistics
Drivers, Passengers and Pedestrians Killed and Injured

<table>
<thead>
<tr>
<th></th>
<th>Number Killed</th>
<th>Percent of Deaths</th>
<th>Number Injured</th>
<th>Percent of Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Motorists / Non-Motorists</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DRIVERS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Vehicles</td>
<td>567</td>
<td>51.1 %</td>
<td>70,555</td>
<td>65.1 %</td>
</tr>
<tr>
<td>Med / Heavy Trucks</td>
<td>32</td>
<td>2.9 %</td>
<td>1,295</td>
<td>1.2 %</td>
</tr>
<tr>
<td>Bus / Van / Limo</td>
<td>0</td>
<td>0.0 %</td>
<td>194</td>
<td>0.2 %</td>
</tr>
<tr>
<td>Non-Motorist</td>
<td>26</td>
<td>2.3 %</td>
<td>1,275</td>
<td>1.2 %</td>
</tr>
<tr>
<td>Unknown</td>
<td>1</td>
<td>0.1 %</td>
<td>66</td>
<td>0.1 %</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>152</td>
<td>13.7 %</td>
<td>2,824</td>
<td>2.6 %</td>
</tr>
<tr>
<td>Other Passenger Vehicles</td>
<td>18</td>
<td>1.6 %</td>
<td>270</td>
<td>0.2 %</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>796</td>
<td>71.7 %</td>
<td>76,479</td>
<td>70.6 %</td>
</tr>
<tr>
<td><strong>PASSENGERS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Vehicles</td>
<td>177</td>
<td>15.9 %</td>
<td>27,857</td>
<td>25.7 %</td>
</tr>
<tr>
<td>Med / Heavy Trucks</td>
<td>1</td>
<td>0.1 %</td>
<td>260</td>
<td>0.2 %</td>
</tr>
<tr>
<td>Bus / Van / Limo</td>
<td>2</td>
<td>0.2 %</td>
<td>710</td>
<td>0.7 %</td>
</tr>
<tr>
<td>Non-Motorist</td>
<td>1</td>
<td>0.1 %</td>
<td>127</td>
<td>0.1 %</td>
</tr>
<tr>
<td>Unknown</td>
<td>0</td>
<td>0.0 %</td>
<td>42</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>11</td>
<td>1.0 %</td>
<td>323</td>
<td>0.3 %</td>
</tr>
<tr>
<td>Other Passenger Vehicles</td>
<td>4</td>
<td>0.4 %</td>
<td>85</td>
<td>0.1 %</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>196</td>
<td>17.7 %</td>
<td>29,404</td>
<td>27.1 %</td>
</tr>
<tr>
<td><strong>PEDESTRIANS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Motorist</td>
<td>118</td>
<td>10.6 %</td>
<td>2,511</td>
<td>2.3 %</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>118</td>
<td>10.6 %</td>
<td>2,511</td>
<td>2.3 %</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>1,110</td>
<td>100.0 %</td>
<td>108,394</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Report generated on: 5/18/2016 11:51:24 AM
### Table 5.06 - Unit Statistics

**Crashes, Deaths and Injuries by Truck Drivers in Error**

<table>
<thead>
<tr>
<th>County(s)</th>
<th>From Date</th>
<th>To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Counties</td>
<td>01/01/2015</td>
<td>12/31/2015</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type</th>
<th>Crashes Involving Trucks</th>
<th>Crashes Caused by Truck Drivers</th>
<th>Percent in Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal Injury</td>
<td>149</td>
<td>54</td>
<td>36.2%</td>
</tr>
<tr>
<td>Injury</td>
<td>3,453</td>
<td>1,825</td>
<td>52.9%</td>
</tr>
<tr>
<td>Property Damage Only (PDO)</td>
<td>13,270</td>
<td>8,048</td>
<td>60.6%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>16,872</strong></td>
<td><strong>9,927</strong></td>
<td><strong>58.8%</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type</th>
<th>Death</th>
<th>Injury</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>161</td>
<td>4,877</td>
</tr>
<tr>
<td></td>
<td>56</td>
<td>2,487</td>
</tr>
</tbody>
</table>

Percent in Error = (Crashes Caused by Truck Drivers / Crashes Involving Trucks) * 100

Table Data: Unit Type: Single Unit Truck; 2 Axles, 6 Tires, Single Unit Truck; 3 or more Axles, truck/Trailer, Truck Tractor (Bobtail), Tractor/Semi-Trailer, Tractor/Double - Short, Tractor/Double - Long, Fifth Wheel or Converter Dolly, Tractor/Triples.

Report generated on: 5/18/2016 11:51:25 AM
<table>
<thead>
<tr>
<th>Category</th>
<th>Crashes</th>
<th>Crashes Caused by Truck Drivers</th>
<th>Percent in Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal Injury</td>
<td>181</td>
<td>62</td>
<td>34.3 %</td>
</tr>
<tr>
<td>Injury</td>
<td>4,454</td>
<td>2,278</td>
<td>51.1 %</td>
</tr>
<tr>
<td>Property Damage Only (PDO)</td>
<td>17,855</td>
<td>10,726</td>
<td>60.1 %</td>
</tr>
<tr>
<td><strong>Total Crashes</strong></td>
<td>22,490</td>
<td>13,066</td>
<td>58.1 %</td>
</tr>
<tr>
<td>Tractor-Trailer Occupant Deaths</td>
<td>33</td>
<td>30</td>
<td>90.9 %</td>
</tr>
<tr>
<td>Other Deaths*</td>
<td>161</td>
<td>34</td>
<td>21.1 %</td>
</tr>
<tr>
<td><strong>Total Deaths</strong></td>
<td>194</td>
<td>64</td>
<td>33.0 %</td>
</tr>
<tr>
<td>Tractor-Trailer Occupant Injuries</td>
<td>1,555</td>
<td>1,029</td>
<td>66.2 %</td>
</tr>
<tr>
<td>Other Injuries*</td>
<td>4,763</td>
<td>2,097</td>
<td>44.0 %</td>
</tr>
<tr>
<td><strong>Total Injuries</strong></td>
<td>6,318</td>
<td>3,126</td>
<td>49.5 %</td>
</tr>
</tbody>
</table>

Note: Other deaths and injuries include occupants in vehicles other than Tractor-Trailer and Pedestrians.

Table Data: Unit Type: truck Tractor (Bobtail), Tractor/Semi-Trailer, Tractor/Double - Short, Tractor/Double - Long, fifth Wheel or Converter Dolly, Tractor/Triples
<table>
<thead>
<tr>
<th>From Date</th>
<th>01/01/2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>To Date</td>
<td>12/31/2015</td>
</tr>
<tr>
<td>County(s)</td>
<td>All Counties</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Crashes</th>
<th>Deaths</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorcycle</td>
<td>3,800</td>
<td>163</td>
<td>3,147</td>
</tr>
<tr>
<td>Total</td>
<td>3,800</td>
<td>163</td>
<td>3,147</td>
</tr>
</tbody>
</table>

*Note: Includes Motorcycles, but not Motorized Bicycles*
## Table 5.09 - Unit Statistics
### Age group of Motorcyclists Killed and Injured

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Killed</th>
<th>Percent Killed</th>
<th>Injured</th>
<th>Percent Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-15*</td>
<td>1</td>
<td>0.6 %</td>
<td>36</td>
<td>1.1 %</td>
</tr>
<tr>
<td>16-20</td>
<td>7</td>
<td>4.3 %</td>
<td>166</td>
<td>5.3 %</td>
</tr>
<tr>
<td>21-25</td>
<td>14</td>
<td>8.6 %</td>
<td>363</td>
<td>11.5 %</td>
</tr>
<tr>
<td>26-30</td>
<td>19</td>
<td>11.7 %</td>
<td>326</td>
<td>10.4 %</td>
</tr>
<tr>
<td>31-35</td>
<td>9</td>
<td>5.5 %</td>
<td>257</td>
<td>8.2 %</td>
</tr>
<tr>
<td>36-40</td>
<td>8</td>
<td>4.9 %</td>
<td>243</td>
<td>7.7 %</td>
</tr>
<tr>
<td>41-45</td>
<td>15</td>
<td>9.2 %</td>
<td>324</td>
<td>10.3 %</td>
</tr>
<tr>
<td>46-50</td>
<td>22</td>
<td>13.5 %</td>
<td>350</td>
<td>11.1 %</td>
</tr>
<tr>
<td>51-55</td>
<td>22</td>
<td>13.5 %</td>
<td>402</td>
<td>12.8 %</td>
</tr>
<tr>
<td>56-60</td>
<td>23</td>
<td>14.1 %</td>
<td>274</td>
<td>8.7 %</td>
</tr>
<tr>
<td>61-65</td>
<td>8</td>
<td>4.9 %</td>
<td>208</td>
<td>6.6 %</td>
</tr>
<tr>
<td>66-70</td>
<td>9</td>
<td>5.5 %</td>
<td>112</td>
<td>3.6 %</td>
</tr>
<tr>
<td>71-75</td>
<td>4</td>
<td>2.5 %</td>
<td>52</td>
<td>1.7 %</td>
</tr>
<tr>
<td>76 and Over</td>
<td>2</td>
<td>1.2 %</td>
<td>21</td>
<td>0.7 %</td>
</tr>
<tr>
<td>Not Stated</td>
<td>0</td>
<td>0.0 %</td>
<td>13</td>
<td>0.4 %</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>163</strong></td>
<td><strong>100.0 %</strong></td>
<td><strong>3,147</strong></td>
<td><strong>100.0 %</strong></td>
</tr>
</tbody>
</table>

*Note: Includes Motorcycles, but not Motorized Bicycles.*
<table>
<thead>
<tr>
<th>Helmet Use of Motorcyclists Killed and Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>From Date</strong></td>
</tr>
<tr>
<td><strong>To Date</strong></td>
</tr>
<tr>
<td><strong>County(s)</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Total Riders</th>
<th>Percent of Total</th>
<th>Killed</th>
<th>Percent of Total</th>
<th>Injured</th>
<th>Percent of Total</th>
<th>Not Injured</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Helmet Used</td>
<td>1,791</td>
<td>41.9 %</td>
<td>57</td>
<td>35.0 %</td>
<td>1,333</td>
<td>42.4 %</td>
<td>401</td>
<td>41.5 %</td>
</tr>
<tr>
<td>None Used</td>
<td>2,103</td>
<td>49.2 %</td>
<td>93</td>
<td>57.1 %</td>
<td>1,606</td>
<td>51.0 %</td>
<td>404</td>
<td>41.8 %</td>
</tr>
<tr>
<td>Other Used</td>
<td>0</td>
<td>0.0 %</td>
<td>0</td>
<td>0.0 %</td>
<td>0</td>
<td>0.0 %</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Unknown</td>
<td>382</td>
<td>8.9 %</td>
<td>13</td>
<td>8.0 %</td>
<td>208</td>
<td>6.6 %</td>
<td>161</td>
<td>16.7 %</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4,276</strong></td>
<td><strong>100.0 %</strong></td>
<td><strong>163</strong></td>
<td><strong>100.0 %</strong></td>
<td><strong>3,147</strong></td>
<td><strong>100.0 %</strong></td>
<td><strong>966</strong></td>
<td><strong>100.0 %</strong></td>
</tr>
</tbody>
</table>

Table Data: Motorcycles; drivers and Occupants; Injuries (Fatal Injury, Incapacitating, Non-Incapacitating, Possible, No Injury)
### Table 5.11 - Unit Statistics
**Persons in Error in Motorcycle Crashes**

<table>
<thead>
<tr>
<th>Person in Error</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorcycle Drivers</td>
<td>94</td>
<td>1,609</td>
<td>363</td>
<td>2,066</td>
<td>54.4 %</td>
</tr>
<tr>
<td>Non-Motorcycle Drivers</td>
<td>55</td>
<td>964</td>
<td>346</td>
<td>1,365</td>
<td>35.9 %</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>0</td>
<td>6</td>
<td>0</td>
<td>6</td>
<td>0.2 %</td>
</tr>
<tr>
<td>Animal</td>
<td>3</td>
<td>143</td>
<td>40</td>
<td>186</td>
<td>4.9 %</td>
</tr>
<tr>
<td>Error Not Determined / Not Stated</td>
<td>6</td>
<td>123</td>
<td>48</td>
<td>177</td>
<td>4.7 %</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>158</strong></td>
<td><strong>2,845</strong></td>
<td><strong>797</strong></td>
<td><strong>3,800</strong></td>
<td><strong>100.0 %</strong></td>
</tr>
</tbody>
</table>

*Table Data: Crashes Involving Motorcycles*
### Table 5.12 - Unit Statistics

**Bicycle Deaths and Injuries by Age**

<table>
<thead>
<tr>
<th>Age</th>
<th>Fatal Injury</th>
<th>Incapacitating Injury</th>
<th>Non-Incapacitating Injury</th>
<th>Possible Injury</th>
<th>No Injury Non Reported</th>
<th>Not Stated / Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5*</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>5</td>
<td>11</td>
<td>0</td>
<td>20</td>
</tr>
<tr>
<td>06-10</td>
<td>2</td>
<td>13</td>
<td>62</td>
<td>36</td>
<td>17</td>
<td>0</td>
<td>130</td>
</tr>
<tr>
<td>11-15</td>
<td>3</td>
<td>29</td>
<td>137</td>
<td>77</td>
<td>42</td>
<td>0</td>
<td>288</td>
</tr>
<tr>
<td>16-20</td>
<td>2</td>
<td>24</td>
<td>117</td>
<td>57</td>
<td>31</td>
<td>0</td>
<td>231</td>
</tr>
<tr>
<td>21-25</td>
<td>3</td>
<td>15</td>
<td>68</td>
<td>46</td>
<td>21</td>
<td>0</td>
<td>153</td>
</tr>
<tr>
<td>26-30</td>
<td>0</td>
<td>13</td>
<td>55</td>
<td>25</td>
<td>18</td>
<td>0</td>
<td>111</td>
</tr>
<tr>
<td>31-35</td>
<td>1</td>
<td>6</td>
<td>44</td>
<td>27</td>
<td>9</td>
<td>0</td>
<td>87</td>
</tr>
<tr>
<td>36-40</td>
<td>1</td>
<td>8</td>
<td>26</td>
<td>16</td>
<td>4</td>
<td>0</td>
<td>55</td>
</tr>
<tr>
<td>41-45</td>
<td>1</td>
<td>8</td>
<td>29</td>
<td>20</td>
<td>6</td>
<td>0</td>
<td>64</td>
</tr>
<tr>
<td>46-50</td>
<td>2</td>
<td>17</td>
<td>28</td>
<td>20</td>
<td>9</td>
<td>0</td>
<td>76</td>
</tr>
<tr>
<td>51-55</td>
<td>5</td>
<td>11</td>
<td>40</td>
<td>23</td>
<td>9</td>
<td>0</td>
<td>88</td>
</tr>
<tr>
<td>56-60</td>
<td>1</td>
<td>10</td>
<td>44</td>
<td>24</td>
<td>6</td>
<td>0</td>
<td>85</td>
</tr>
<tr>
<td>61-65</td>
<td>0</td>
<td>8</td>
<td>18</td>
<td>15</td>
<td>5</td>
<td>0</td>
<td>46</td>
</tr>
<tr>
<td>66-70</td>
<td>3</td>
<td>5</td>
<td>11</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>24</td>
</tr>
<tr>
<td>71-75</td>
<td>1</td>
<td>2</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>9</td>
</tr>
<tr>
<td>76 and Over</td>
<td>0</td>
<td>1</td>
<td>4</td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>9</td>
</tr>
<tr>
<td>Not Stated</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>9</td>
<td>0</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>25</strong></td>
<td><strong>172</strong></td>
<td><strong>689</strong></td>
<td><strong>402</strong></td>
<td><strong>199</strong></td>
<td><strong>0</strong></td>
<td><strong>1,487</strong></td>
</tr>
</tbody>
</table>

This data represents bicycles and pedalcycle deaths and injuries only, and does not include other unit type deaths and injuries involved in bicycle and pedalcycle crashes.
### Table 5.13 - Unit Statistics

**Bicycle Crashes, Deaths and Injuries by Population Group**

<table>
<thead>
<tr>
<th>Population Group</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total Crashes</th>
<th>Deaths</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 1,000</td>
<td>1</td>
<td>8</td>
<td>1</td>
<td>10</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>1,000 to 2,499</td>
<td>4</td>
<td>35</td>
<td>4</td>
<td>43</td>
<td>4</td>
<td>35</td>
</tr>
<tr>
<td>2,500 to 4,999</td>
<td>4</td>
<td>62</td>
<td>9</td>
<td>75</td>
<td>4</td>
<td>62</td>
</tr>
<tr>
<td>5,000 to 9,999</td>
<td>3</td>
<td>93</td>
<td>6</td>
<td>102</td>
<td>3</td>
<td>93</td>
</tr>
<tr>
<td>10,000 to 24,999</td>
<td>3</td>
<td>246</td>
<td>41</td>
<td>290</td>
<td>4</td>
<td>246</td>
</tr>
<tr>
<td>25,000 to 49,999</td>
<td>3</td>
<td>201</td>
<td>42</td>
<td>246</td>
<td>3</td>
<td>201</td>
</tr>
<tr>
<td>50,000 and Over</td>
<td>6</td>
<td>607</td>
<td>97</td>
<td>710</td>
<td>6</td>
<td>607</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>24</strong></td>
<td><strong>1,252</strong></td>
<td><strong>200</strong></td>
<td><strong>1,476</strong></td>
<td><strong>25</strong></td>
<td><strong>1,252</strong></td>
</tr>
</tbody>
</table>

This data represents bicycles and pedalcycle deaths and injuries only, and does not include other unit type deaths and injuries involved in bicycle and pedalcycle crashes.
## Table 5.14 - Unit Statistics

### Bicycle Crashes, Deaths and Injuries by Primary Light Condition

**From Date**: 01/01/2015  
**To Date**: 12/31/2015  
**County(s)**: All Counties

<table>
<thead>
<tr>
<th>Light Condition</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total Crashes</th>
<th>Deaths</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daylight</td>
<td>12</td>
<td>963</td>
<td>156</td>
<td>1,131</td>
<td>13</td>
<td>963</td>
</tr>
<tr>
<td>Dawn</td>
<td>1</td>
<td>16</td>
<td>1</td>
<td>18</td>
<td>1</td>
<td>16</td>
</tr>
<tr>
<td>Dusk</td>
<td>0</td>
<td>36</td>
<td>5</td>
<td>41</td>
<td>0</td>
<td>36</td>
</tr>
<tr>
<td>Dark - Lighted Roadway</td>
<td>5</td>
<td>166</td>
<td>24</td>
<td>195</td>
<td>5</td>
<td>166</td>
</tr>
<tr>
<td>Dark - Roadway Not Lighted</td>
<td>6</td>
<td>42</td>
<td>9</td>
<td>57</td>
<td>6</td>
<td>42</td>
</tr>
<tr>
<td>Dark - Unknown Roadway Lighting</td>
<td>0</td>
<td>7</td>
<td>1</td>
<td>8</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>Glare</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Unknown</td>
<td>0</td>
<td>22</td>
<td>4</td>
<td>26</td>
<td>0</td>
<td>22</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>24</td>
<td>1,252</td>
<td>200</td>
<td>1,476</td>
<td>25</td>
<td>1,252</td>
</tr>
</tbody>
</table>

This data represents bicycles and pedalcycle deaths and injuries only, and does not include other unit type deaths and injuries involved in bicycle and pedalcycle crashes.
<table>
<thead>
<tr>
<th>School Bus Related Crashes</th>
<th>Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Involved</td>
<td>32</td>
</tr>
<tr>
<td>Directly Involved</td>
<td>1,275</td>
</tr>
<tr>
<td>Indirectly Involved</td>
<td>12</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,319</strong></td>
</tr>
</tbody>
</table>

**From Date**: 01/01/2015  
**To Date**: 12/31/2015  
**County(s)**: All Counties
<table>
<thead>
<tr>
<th>Type of Crash</th>
<th>Deaths</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal Injury</td>
<td>0</td>
<td>289</td>
</tr>
<tr>
<td>Injury</td>
<td>201</td>
<td></td>
</tr>
<tr>
<td>Property Damage Only (PDO)</td>
<td>1,118</td>
<td></td>
</tr>
<tr>
<td><strong>Total Crashes</strong></td>
<td><strong>1,319</strong></td>
<td><strong>0</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Who was in Error</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>School Bus Driver</td>
<td>607</td>
<td></td>
</tr>
<tr>
<td>Other Driver</td>
<td>588</td>
<td></td>
</tr>
<tr>
<td>Animal</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>No Error</td>
<td>108</td>
<td></td>
</tr>
<tr>
<td>Not Stated</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Pedestrian</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

Report generated on: 5/18/2016 11:51:51 AM
### Table 5.18 - Unit Statistics
**First Harmful Event in School Bus Crashes Caused by School Bus Drivers**

<table>
<thead>
<tr>
<th>First Harmful Event</th>
<th>Frequency</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overturn/Rollover</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Fire/Explosion</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Immersion</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Jackknife</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Cargo/Equipment Loss Or Shift</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Equipment Failure (Blown Tire, Brake Failure, Etc)</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Separation Of Units</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Ran Off Road Right</td>
<td>9</td>
<td>1.5 %</td>
</tr>
<tr>
<td>Ran Off Road Left</td>
<td>1</td>
<td>0.2 %</td>
</tr>
<tr>
<td>Cross Median</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Cross Centerline Opposite Direction of Travel</td>
<td>5</td>
<td>0.8 %</td>
</tr>
<tr>
<td>Downhill Runaway</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Other Non-Collision</td>
<td>2</td>
<td>0.3 %</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>3</td>
<td>0.5 %</td>
</tr>
<tr>
<td>Pedalcycle</td>
<td>1</td>
<td>0.2 %</td>
</tr>
<tr>
<td>Railway Vehicle (E.G. Train, Engine)</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Animal – Farm</td>
<td>1</td>
<td>0.2 %</td>
</tr>
<tr>
<td>Animal – Deer</td>
<td>1</td>
<td>0.2 %</td>
</tr>
<tr>
<td>Animal – Other</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Motor Vehicle In Transport</td>
<td>307</td>
<td>50.6 %</td>
</tr>
<tr>
<td>Parked Motor Vehicle</td>
<td>202</td>
<td>33.3 %</td>
</tr>
<tr>
<td>Work Zone Maintenance Equipment</td>
<td>2</td>
<td>0.3 %</td>
</tr>
<tr>
<td>Struct by Falling, Shifting Cargo or Anything Set in Motion by a Motor Vehicle</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Other Movable Object</td>
<td>3</td>
<td>0.5 %</td>
</tr>
<tr>
<td>Impact Attenuator/ Crash Cushion</td>
<td>1</td>
<td>0.2 %</td>
</tr>
<tr>
<td>Bridge Overhead Structure</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Bridge Pier Or Abutment</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Bridge Parapet</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Bridge Rail</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Guardrail Face</td>
<td>6</td>
<td>1.0 %</td>
</tr>
<tr>
<td>Guardrail End</td>
<td>3</td>
<td>0.5 %</td>
</tr>
<tr>
<td>Portable Barrier</td>
<td>0</td>
<td>0.0 %</td>
</tr>
<tr>
<td>Median Cable Barrier</td>
<td>0</td>
<td>0.0 %</td>
</tr>
</tbody>
</table>

**From Date**: 01/01/2015  
**To Date**: 12/31/2015  
**County(s)**: All Counties
Table 5.18 - Unit Statistics
First Harmful Event in School Bus Crashes Caused by School Bus Drivers

<table>
<thead>
<tr>
<th>First Harmful Event</th>
<th>Frequency</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Median Guardrail Barrier</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Median Concrete Barrier</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Median Other Barrier</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Traffic Sign Post</td>
<td>4</td>
<td>0.7%</td>
</tr>
<tr>
<td>Overhead Sign Post</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Light/Luminaries Support</td>
<td>2</td>
<td>0.3%</td>
</tr>
<tr>
<td>Utility Pole</td>
<td>11</td>
<td>1.8%</td>
</tr>
<tr>
<td>Other Post, Pole Or Support</td>
<td>5</td>
<td>0.8%</td>
</tr>
<tr>
<td>Culvert</td>
<td>2</td>
<td>0.3%</td>
</tr>
<tr>
<td>Curb</td>
<td>3</td>
<td>0.5%</td>
</tr>
<tr>
<td>Ditch</td>
<td>9</td>
<td>1.5%</td>
</tr>
<tr>
<td>Embankment</td>
<td>1</td>
<td>0.2%</td>
</tr>
<tr>
<td>Fence</td>
<td>2</td>
<td>0.3%</td>
</tr>
<tr>
<td>Mailbox</td>
<td>3</td>
<td>0.5%</td>
</tr>
<tr>
<td>Tree</td>
<td>5</td>
<td>0.8%</td>
</tr>
<tr>
<td>Wall, Building, Tunnel</td>
<td>6</td>
<td>1.0%</td>
</tr>
<tr>
<td>Work Zone Maintenance Equipment</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Fire Hydrant</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Fixed Object</td>
<td>5</td>
<td>0.8%</td>
</tr>
<tr>
<td>Not Stated</td>
<td>1</td>
<td>0.2%</td>
</tr>
<tr>
<td>Unknown</td>
<td>1</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>607</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>
### Table 5.19 - Unit Statistics

**Motor Vehicle-Train Crashes by Population Area**

<table>
<thead>
<tr>
<th>Population Group</th>
<th>Fatal Crashes</th>
<th>Injury Crashes</th>
<th>Property Damage Crashes</th>
<th>Total Crashes</th>
<th>Deaths</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 1,000</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>1,000 to 2,499</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>10</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>2,500 to 4,999</td>
<td>0</td>
<td>3</td>
<td>5</td>
<td>8</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>5,000 to 9,999</td>
<td>2</td>
<td>3</td>
<td>7</td>
<td>12</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>10,000 to 24,999</td>
<td>0</td>
<td>11</td>
<td>3</td>
<td>14</td>
<td>0</td>
<td>12</td>
</tr>
<tr>
<td>25,000 to 49,999</td>
<td>0</td>
<td>5</td>
<td>11</td>
<td>16</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>50,000 and Over</td>
<td>0</td>
<td>3</td>
<td>13</td>
<td>16</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4</strong></td>
<td><strong>29</strong></td>
<td><strong>46</strong></td>
<td><strong>79</strong></td>
<td><strong>5</strong></td>
<td><strong>34</strong></td>
</tr>
</tbody>
</table>

*Table Data: Unit Type of Train Involved or Sequence of Events includes Railway Vehicles.*
### Table 5.20 - Unit Statistics
#### Traffic Controls in Motor Vehicle - Train Crashes

<table>
<thead>
<tr>
<th>Type of Warnings</th>
<th>Fatal Crashes</th>
<th>Injury Crashes</th>
<th>Property Damage Crashes</th>
<th>Total Crashes</th>
<th>Deaths</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Controls</td>
<td>6</td>
<td>14</td>
<td>22</td>
<td>42</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Stop Sign</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>6</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Yield Sign</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Traffic Signal</td>
<td>0</td>
<td>4</td>
<td>8</td>
<td>12</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Traffic Flashers</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>School Zone</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Railroad Crossbucks</td>
<td>0</td>
<td>12</td>
<td>10</td>
<td>22</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>Railroad Flashers</td>
<td>0</td>
<td>3</td>
<td>5</td>
<td>8</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Railroad Gates</td>
<td>3</td>
<td>11</td>
<td>15</td>
<td>29</td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td>Construction Barricade</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Police Officer</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Pavement Markings</td>
<td>0</td>
<td>5</td>
<td>12</td>
<td>17</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>Crosswalk Lines</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Walk/Don’t Walk</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>1</td>
<td>5</td>
<td>6</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Not Reported</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10</strong></td>
<td><strong>52</strong></td>
<td><strong>86</strong></td>
<td><strong>148</strong></td>
<td><strong>5</strong></td>
<td><strong>34</strong></td>
</tr>
</tbody>
</table>

*Table Data: Unit Type of Train Involved or Sequence of Events includes Railway Vehicles.*
### Table 5.21 - Unit Statistics

**Traffic Controls of Unit in Error in All Crashes**

<table>
<thead>
<tr>
<th>Traffic Controls</th>
<th>Fatal Crashes</th>
<th>Injury Crashes</th>
<th>Property Damage Crashes</th>
<th>Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stop Sign</td>
<td>97</td>
<td>7,229</td>
<td>14,946</td>
<td>22,272</td>
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<tr>
<td>Yield Sign</td>
<td>2</td>
<td>249</td>
<td>1,139</td>
<td>1,390</td>
</tr>
<tr>
<td>Traffic Signal</td>
<td>65</td>
<td>15,412</td>
<td>38,334</td>
<td>53,811</td>
</tr>
<tr>
<td>Traffic Flashers</td>
<td>0</td>
<td>252</td>
<td>451</td>
<td>703</td>
</tr>
<tr>
<td>School Zone</td>
<td>0</td>
<td>45</td>
<td>137</td>
<td>182</td>
</tr>
<tr>
<td>Railroad Crossbucks</td>
<td>0</td>
<td>32</td>
<td>96</td>
<td>128</td>
</tr>
<tr>
<td>Railroad Flashers</td>
<td>0</td>
<td>11</td>
<td>39</td>
<td>50</td>
</tr>
<tr>
<td>Railroad Gates</td>
<td>4</td>
<td>46</td>
<td>167</td>
<td>217</td>
</tr>
<tr>
<td>Construction Barricade</td>
<td>4</td>
<td>235</td>
<td>711</td>
<td>950</td>
</tr>
<tr>
<td>Police Officer</td>
<td>1</td>
<td>134</td>
<td>364</td>
<td>499</td>
</tr>
<tr>
<td>Pavement Markings</td>
<td>673</td>
<td>33,561</td>
<td>85,076</td>
<td>119,310</td>
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<td>Crosswalk Lines</td>
<td>0</td>
<td>169</td>
<td>111</td>
<td>280</td>
</tr>
<tr>
<td>Walk/Don't Walk</td>
<td>4</td>
<td>83</td>
<td>12</td>
<td>99</td>
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<td>Other</td>
<td>5</td>
<td>203</td>
<td>624</td>
<td>832</td>
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<td>Not Reported</td>
<td>2</td>
<td>260</td>
<td>720</td>
<td>982</td>
</tr>
<tr>
<td>No Controls</td>
<td>132</td>
<td>13,463</td>
<td>50,601</td>
<td>64,196</td>
</tr>
<tr>
<td><strong>Sub Total</strong></td>
<td><strong>989</strong></td>
<td><strong>71,384</strong></td>
<td><strong>193,528</strong></td>
<td><strong>265,901</strong></td>
</tr>
</tbody>
</table>

<p>| Animal in Error        | 4             | 974            | 20,951                  | 21,929        |
| No Error/Unknown/Not Stated | 36 | 2,751        | 11,690                  | 14,477        |
| <strong>Sub Total</strong>          | <strong>40</strong>        | <strong>3,725</strong>      | <strong>32,641</strong>              | <strong>36,406</strong>    |
| <strong>Total</strong>              | <strong>1,029</strong>     | <strong>75,109</strong>     | <strong>226,169</strong>             | <strong>302,307</strong>   |</p>
<table>
<thead>
<tr>
<th>Hazardous Materials Released</th>
<th>Fatal Crashes</th>
<th>Injury Crashes</th>
<th>Property Damage Crashes</th>
<th>Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>No - Hazardous Materials Not Released</td>
<td>185</td>
<td>5,378</td>
<td>19,573</td>
<td>25,136</td>
</tr>
<tr>
<td>Yes - Hazardous Materials Released</td>
<td>5</td>
<td>62</td>
<td>167</td>
<td>234</td>
</tr>
<tr>
<td>Total</td>
<td>190</td>
<td>5,440</td>
<td>19,740</td>
<td>25,370</td>
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</table>
## Table 5.23 - Unit Statistics
First Harmful Event in Truck Crashes Caused by Truck Drivers

<table>
<thead>
<tr>
<th>First Harmful Event</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Non-Collision</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overtun/Rollover</td>
<td>3</td>
<td>124</td>
<td>160</td>
<td>287</td>
</tr>
<tr>
<td>Fire/Explosion</td>
<td>0</td>
<td>3</td>
<td>99</td>
<td>102</td>
</tr>
<tr>
<td>Immersion</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Jackknife</td>
<td>0</td>
<td>9</td>
<td>104</td>
<td>113</td>
</tr>
<tr>
<td>Cargo/Equipment Loss Or Shift</td>
<td>0</td>
<td>23</td>
<td>341</td>
<td>364</td>
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<tr>
<td>Equipment Failure (Blown Tire, Brake Failure, Etc)</td>
<td>0</td>
<td>25</td>
<td>245</td>
<td>270</td>
</tr>
<tr>
<td>Separation Of Units</td>
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<td>1</td>
<td>33</td>
<td>34</td>
</tr>
<tr>
<td>Ran Off Road Right</td>
<td>2</td>
<td>72</td>
<td>317</td>
<td>391</td>
</tr>
<tr>
<td>Ran Off Road Left</td>
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<td>24</td>
<td>108</td>
<td>132</td>
</tr>
<tr>
<td>Cross Median</td>
<td>0</td>
<td>2</td>
<td>8</td>
<td>10</td>
</tr>
<tr>
<td>Cross Centerline Opposite Direction of Travel</td>
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<td>21</td>
<td>70</td>
<td>91</td>
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<td>Downhill Runaway</td>
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<td>6</td>
</tr>
<tr>
<td>Other Non-Collision</td>
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<td>47</td>
<td>294</td>
<td>341</td>
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<tr>
<td><strong>Collision With Person,Vehicle,Or Object Not Fixed</strong></td>
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<tr>
<td>Pedestrian</td>
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<td>15</td>
<td>0</td>
<td>17</td>
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<td>Pedalcycle</td>
<td>0</td>
<td>13</td>
<td>2</td>
<td>15</td>
</tr>
<tr>
<td>Railway Vehicle (E.G. Train, Engine)</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Animal – Farm</td>
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<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Animal – Deer</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Animal – Other</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Motor Vehicle In Transport</td>
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<td>1,478</td>
<td>5,456</td>
<td>6,973</td>
</tr>
<tr>
<td>Parked Motor Vehicle</td>
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<td>751</td>
<td>778</td>
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<td>11</td>
<td>13</td>
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<tr>
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<td>92</td>
<td>98</td>
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<tr>
<td><strong>Collision With Fixed Object</strong></td>
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<td></td>
<td></td>
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<tr>
<td>Impact Attenuator/ Crash Cushion</td>
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<td>22</td>
<td>27</td>
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<td>154</td>
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<td>Bridge Pier Or Abutment</td>
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<td>4</td>
<td>7</td>
<td>11</td>
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<tr>
<td>Bridge Parapet</td>
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<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Bridge Rail</td>
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<td>11</td>
<td>16</td>
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<tr>
<td>Guardrail Face</td>
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<td>173</td>
<td>211</td>
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<tr>
<td>Guardrail End</td>
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<td>10</td>
<td>69</td>
<td>80</td>
</tr>
<tr>
<td>Portable Barrier</td>
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<td>5</td>
<td>14</td>
<td>19</td>
</tr>
<tr>
<td>Median Cable Barrier</td>
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<td>3</td>
<td>23</td>
<td>26</td>
</tr>
<tr>
<td>Median Guardrail Barrier</td>
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<td>5</td>
<td>7</td>
</tr>
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</table>

From Date: 01/01/2015  
To Date: 12/31/2015  
County(s): All Counties  
Report generated on: 5/18/2016 11:52:10 AM  
Page 1 of 2
Table 5.23 - Unit Statistics
First Harmful Event in Truck Crashes Caused by Truck Drivers

<table>
<thead>
<tr>
<th>First Harmful Event</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision With Fixed Object</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Median Concrete Barrier</td>
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<td>18</td>
<td>41</td>
<td>60</td>
</tr>
<tr>
<td>Median Other Barrier</td>
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<td>4</td>
<td>4</td>
<td>8</td>
</tr>
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<td>Traffic Sign Post</td>
<td>4</td>
<td>30</td>
<td>188</td>
<td>222</td>
</tr>
<tr>
<td>Overhead Sign Post</td>
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<td>0</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td>Light/Luminaries Support</td>
<td>0</td>
<td>4</td>
<td>76</td>
<td>80</td>
</tr>
<tr>
<td>Utility Pole</td>
<td>2</td>
<td>17</td>
<td>246</td>
<td>265</td>
</tr>
<tr>
<td>Other Post, Pole Or Support</td>
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<td>5</td>
<td>121</td>
<td>126</td>
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<td>Culvert</td>
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<td>10</td>
<td>25</td>
<td>35</td>
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<td>Curb</td>
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<td>7</td>
<td>40</td>
<td>47</td>
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<td>Ditch</td>
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<td>60</td>
<td>220</td>
<td>280</td>
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<td>Embankment</td>
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<td>40</td>
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<td>15</td>
<td>51</td>
<td>68</td>
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<td>Wall, Building, Tunnel</td>
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<td>60</td>
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<td>5</td>
<td>6</td>
</tr>
<tr>
<td>Fire Hydrant</td>
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<td>0</td>
<td>25</td>
<td>25</td>
</tr>
<tr>
<td>Other Fixed Object</td>
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<td>271</td>
<td>280</td>
</tr>
<tr>
<td>Not Stated</td>
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<td>12</td>
<td>48</td>
<td>60</td>
</tr>
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<td>Unknown</td>
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<td></td>
</tr>
<tr>
<td>Unknown</td>
<td>0</td>
<td>3</td>
<td>30</td>
<td>33</td>
</tr>
<tr>
<td><strong>Total Number of Units Involved</strong></td>
<td><strong>61</strong></td>
<td><strong>2,191</strong></td>
<td><strong>10,164</strong></td>
<td><strong>12,416</strong></td>
</tr>
</tbody>
</table>

Table Data: Unit Type: Single Unit Truck; 2 Axles, 6 Tires, Single Unit Truck; 3 or more Axles, Truck/Trailer, Truck Tractor (Bobtail), Tractor/Semi-Trailer, Tractor/Double - Short, Tractor/Double - Long, Fifth Wheel or Convertor Dolly, Tractor/Triples
<table>
<thead>
<tr>
<th>First Harmful Event</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Non-Collision</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overturn/Rollover</td>
<td>39</td>
<td>1,248</td>
<td>758</td>
<td>2,045</td>
</tr>
<tr>
<td>Fire/Explosion</td>
<td>1</td>
<td>19</td>
<td>359</td>
<td>379</td>
</tr>
<tr>
<td>Immersion</td>
<td>1</td>
<td>6</td>
<td>53</td>
<td>60</td>
</tr>
<tr>
<td>Jackknife</td>
<td>0</td>
<td>18</td>
<td>147</td>
<td>165</td>
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<td>803</td>
<td>865</td>
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<td>890</td>
<td>1,070</td>
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<td>15</td>
<td>84</td>
<td>99</td>
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<tr>
<td>Ran Off Road Right</td>
<td>46</td>
<td>2,443</td>
<td>5,924</td>
<td>8,413</td>
</tr>
<tr>
<td>Ran Off Road Left</td>
<td>21</td>
<td>1,270</td>
<td>2,946</td>
<td>4,237</td>
</tr>
<tr>
<td>Cross Median</td>
<td>4</td>
<td>114</td>
<td>178</td>
<td>296</td>
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<tr>
<td>Cross Centerline Opposite Direction of Travel</td>
<td>26</td>
<td>925</td>
<td>1,568</td>
<td>2,519</td>
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<tr>
<td>Downhill Runaway</td>
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<td>9</td>
<td>43</td>
<td>52</td>
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<tr>
<td>Other Non-Collision</td>
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<td></td>
</tr>
<tr>
<td>Pedestrian</td>
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<td>58</td>
<td>1,282</td>
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<td>507</td>
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<td>579</td>
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<td>Railway Vehicle (E.G. Train, Engine)</td>
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<td>15</td>
<td>17</td>
<td>35</td>
</tr>
<tr>
<td>Animal – Farm</td>
<td>0</td>
<td>16</td>
<td>18</td>
<td>34</td>
</tr>
<tr>
<td>Animal – Deer</td>
<td>2</td>
<td>40</td>
<td>332</td>
<td>374</td>
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<td>Animal – Other</td>
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<td>16</td>
<td>46</td>
<td>62</td>
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<tr>
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<td>1,479</td>
<td>17,231</td>
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<td>136</td>
<td>179</td>
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<td>Struct by Falling, Shifting Cargo or Anything Set in</td>
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<td>151</td>
<td>172</td>
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<tr>
<td>Motion by a Motor Vehicle</td>
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<td>234</td>
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<tr>
<td><strong>Collision With Fixed Object</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Impact Attenuator/Crash Cushion</td>
<td>2</td>
<td>65</td>
<td>125</td>
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<td>179</td>
<td>199</td>
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<td>Bridge Pier Or Abutment</td>
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<td>67</td>
<td>127</td>
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<tr>
<td>Bridge Parapet</td>
<td>3</td>
<td>40</td>
<td>82</td>
<td>125</td>
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<tr>
<td>Bridge Rail</td>
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<td>169</td>
<td>240</td>
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<td>35</td>
<td>79</td>
<td>114</td>
</tr>
<tr>
<td>Median Cable Barrier</td>
<td>1</td>
<td>108</td>
<td>547</td>
<td>656</td>
</tr>
<tr>
<td>Median Guardrail Barrier</td>
<td>1</td>
<td>41</td>
<td>91</td>
<td>133</td>
</tr>
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</table>
### Table 5.24 - Unit Statistics
First Harmful Event of Unit in Error

<table>
<thead>
<tr>
<th>First Harmful Event</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Collision With Fixed Object</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Median Concrete Barrier</td>
<td>7</td>
<td>800</td>
<td>1,514</td>
<td>2,321</td>
</tr>
<tr>
<td>Median Other Barrier</td>
<td>0</td>
<td>86</td>
<td>190</td>
<td>276</td>
</tr>
<tr>
<td>Traffic Sign Post</td>
<td>12</td>
<td>495</td>
<td>2,200</td>
<td>2,707</td>
</tr>
<tr>
<td>Overhead Sign Post</td>
<td>0</td>
<td>11</td>
<td>44</td>
<td>55</td>
</tr>
<tr>
<td>Light/Luminaries Support</td>
<td>3</td>
<td>128</td>
<td>425</td>
<td>556</td>
</tr>
<tr>
<td>Utility Pole</td>
<td>26</td>
<td>1,683</td>
<td>2,979</td>
<td>4,688</td>
</tr>
<tr>
<td>Other Post, Pole Or Support</td>
<td>6</td>
<td>265</td>
<td>980</td>
<td>1,251</td>
</tr>
<tr>
<td>Culvert</td>
<td>14</td>
<td>413</td>
<td>403</td>
<td>830</td>
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<tr>
<td>Curb</td>
<td>24</td>
<td>651</td>
<td>1,599</td>
<td>2,274</td>
</tr>
<tr>
<td>Ditch</td>
<td>46</td>
<td>2,002</td>
<td>3,962</td>
<td>6,010</td>
</tr>
<tr>
<td>Embankment</td>
<td>23</td>
<td>772</td>
<td>1,085</td>
<td>1,880</td>
</tr>
<tr>
<td>Fence</td>
<td>6</td>
<td>273</td>
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<td>442</td>
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<tr>
<td>Tree</td>
<td>54</td>
<td>1,327</td>
<td>2,151</td>
<td>3,532</td>
</tr>
<tr>
<td>Wall, Building, Tunnel</td>
<td>1</td>
<td>102</td>
<td>561</td>
<td>664</td>
</tr>
<tr>
<td>Work Zone Maintenance Equipment</td>
<td>0</td>
<td>14</td>
<td>62</td>
<td>76</td>
</tr>
<tr>
<td>Fire Hydrant</td>
<td>3</td>
<td>163</td>
<td>378</td>
<td>544</td>
</tr>
<tr>
<td>Other Fixed Object</td>
<td>15</td>
<td>461</td>
<td>1,664</td>
<td>2,140</td>
</tr>
<tr>
<td>Not Stated</td>
<td>2</td>
<td>96</td>
<td>397</td>
<td>495</td>
</tr>
<tr>
<td><strong>Unknown</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unknown</td>
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<td>317</td>
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<td>1,788</td>
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<tr>
<td><strong>Sub Total</strong></td>
<td>989</td>
<td>71,384</td>
<td>193,528</td>
<td>265,901</td>
</tr>
<tr>
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<td>Animal in Error</td>
<td>4</td>
<td>974</td>
<td>20,951</td>
<td>21,929</td>
</tr>
<tr>
<td><strong>No Error/Not Stated</strong></td>
<td>36</td>
<td>2,751</td>
<td>11,690</td>
<td>14,477</td>
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<tr>
<td><strong>Sub Total</strong></td>
<td>40</td>
<td>3,725</td>
<td>32,641</td>
<td>36,406</td>
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<tr>
<td><strong>Total</strong></td>
<td>1,029</td>
<td>75,109</td>
<td>226,169</td>
<td>302,307</td>
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</table>
## Table 5.25 - Unit Statistics
### Units Involved* in Crashes by Most Harmful Event

<table>
<thead>
<tr>
<th>From Date</th>
<th>01/01/2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>To Date</td>
<td>12/31/2015</td>
</tr>
<tr>
<td>County(s)</td>
<td>All Counties</td>
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</table>

<table>
<thead>
<tr>
<th>Most Harmful Event</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Non-Collision</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overtur/Rollover</td>
<td>145</td>
<td>4,648</td>
<td>2,598</td>
<td>7,391</td>
</tr>
<tr>
<td>Fire/Explosion</td>
<td>26</td>
<td>145</td>
<td>675</td>
<td>846</td>
</tr>
<tr>
<td>Immersion</td>
<td>5</td>
<td>23</td>
<td>88</td>
<td>116</td>
</tr>
<tr>
<td>Jackknife</td>
<td>1</td>
<td>28</td>
<td>156</td>
<td>185</td>
</tr>
<tr>
<td>Cargo/Equipment Loss Or Shift</td>
<td>0</td>
<td>71</td>
<td>928</td>
<td>999</td>
</tr>
<tr>
<td>Equipment Failure (Blown Tire, Brake Failure, Etc)</td>
<td>2</td>
<td>62</td>
<td>693</td>
<td>757</td>
</tr>
<tr>
<td>Separation Of Units</td>
<td>1</td>
<td>78</td>
<td>266</td>
<td>345</td>
</tr>
<tr>
<td>Ran Off Road Right</td>
<td>15</td>
<td>829</td>
<td>2,105</td>
<td>2,949</td>
</tr>
<tr>
<td>Ran Off Road Left</td>
<td>6</td>
<td>489</td>
<td>1,075</td>
<td>1,570</td>
</tr>
<tr>
<td>Cross Median</td>
<td>1</td>
<td>66</td>
<td>139</td>
<td>206</td>
</tr>
<tr>
<td>Cross Centerline Opposite Direction of Travel</td>
<td>7</td>
<td>407</td>
<td>797</td>
<td>1,211</td>
</tr>
<tr>
<td>Downhill Runaway</td>
<td>0</td>
<td>9</td>
<td>25</td>
<td>34</td>
</tr>
<tr>
<td>Other Non-Collision</td>
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<td>840</td>
<td>2,028</td>
<td>2,884</td>
</tr>
<tr>
<td><strong>Collision With Person,Vehicle,Or Object Not Fixed</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian</td>
<td>127</td>
<td>2,440</td>
<td>145</td>
<td>2,712</td>
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<td>1,506</td>
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<td>Railway Vehicle (E.G. Train, Engine)</td>
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<td>19</td>
<td>28</td>
<td>51</td>
</tr>
<tr>
<td>Animal – Farm</td>
<td>0</td>
<td>44</td>
<td>220</td>
<td>264</td>
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<tr>
<td>Animal – Deer</td>
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<td>791</td>
<td>20,039</td>
<td>20,832</td>
</tr>
<tr>
<td>Animal – Other</td>
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<td>66</td>
<td>956</td>
<td>1,023</td>
</tr>
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<td>302,629</td>
<td>415,618</td>
</tr>
<tr>
<td>Parked Motor Vehicle</td>
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<td>2,107</td>
<td>20,206</td>
<td>22,334</td>
</tr>
<tr>
<td>Work Zone Maintenance Equipment</td>
<td>0</td>
<td>56</td>
<td>218</td>
<td>274</td>
</tr>
<tr>
<td>Struct by Falling, Shifting Cargo or Anything Set in Motion by a Motor Vehicle</td>
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<td>310</td>
<td>2,185</td>
<td>2,508</td>
</tr>
<tr>
<td>Other Movable Object</td>
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<td>386</td>
<td>2,593</td>
<td>2,991</td>
</tr>
<tr>
<td><strong>Collision With Fixed Object</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Impact Attenuator/ Crash Cushion</td>
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<td>82</td>
<td>215</td>
<td>297</td>
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<tr>
<td>Bridge Overhead Structure</td>
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<td>25</td>
<td>197</td>
<td>222</td>
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<td>Bridge Pier Or Abutment</td>
<td>6</td>
<td>85</td>
<td>95</td>
<td>186</td>
</tr>
<tr>
<td>Bridge Parapet</td>
<td>2</td>
<td>48</td>
<td>98</td>
<td>148</td>
</tr>
<tr>
<td>Bridge Rail</td>
<td>0</td>
<td>104</td>
<td>200</td>
<td>304</td>
</tr>
<tr>
<td>Guardrail Face</td>
<td>24</td>
<td>1,149</td>
<td>3,507</td>
<td>4,680</td>
</tr>
<tr>
<td>Guardrail End</td>
<td>6</td>
<td>383</td>
<td>828</td>
<td>1,217</td>
</tr>
<tr>
<td>Portable Barrier</td>
<td>3</td>
<td>35</td>
<td>110</td>
<td>148</td>
</tr>
<tr>
<td>Median Cable Barrier</td>
<td>2</td>
<td>148</td>
<td>763</td>
<td>913</td>
</tr>
<tr>
<td>Median Guardrail Barrier</td>
<td>3</td>
<td>65</td>
<td>134</td>
<td>202</td>
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</table>

*Units Involved in crashes by most harmful event.

Report generated on: 5/18/2016 11:52:16 AM
### Table 5.25 - Unit Statistics
Units Involved* in Crashes by Most Harmful Event

<table>
<thead>
<tr>
<th>Most Harmful Event</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision With Fixed Object</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Median Concrete Barrier</td>
<td>10</td>
<td>1,270</td>
<td>2,099</td>
<td>3,379</td>
</tr>
<tr>
<td>Median Other Barrier</td>
<td>0</td>
<td>95</td>
<td>220</td>
<td>315</td>
</tr>
<tr>
<td>Traffic Sign Post</td>
<td>0</td>
<td>317</td>
<td>2,644</td>
<td>2,961</td>
</tr>
<tr>
<td>Overhead Sign Post</td>
<td>1</td>
<td>22</td>
<td>48</td>
<td>71</td>
</tr>
<tr>
<td>Light/Luminaries Support</td>
<td>6</td>
<td>223</td>
<td>737</td>
<td>966</td>
</tr>
<tr>
<td>Utility Pole</td>
<td>46</td>
<td>3,109</td>
<td>4,981</td>
<td>8,136</td>
</tr>
<tr>
<td>Other Post, Pole Or Support</td>
<td>10</td>
<td>384</td>
<td>1,409</td>
<td>1,803</td>
</tr>
<tr>
<td>Culvert</td>
<td>7</td>
<td>385</td>
<td>610</td>
<td>1,002</td>
</tr>
<tr>
<td>Curb</td>
<td>7</td>
<td>301</td>
<td>1,020</td>
<td>1,328</td>
</tr>
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<td>Ditch</td>
<td>11</td>
<td>1,445</td>
<td>4,206</td>
<td>5,662</td>
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<tr>
<td>Embankment</td>
<td>11</td>
<td>588</td>
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<td>1,681</td>
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<td>Fence</td>
<td>7</td>
<td>311</td>
<td>1,479</td>
<td>1,797</td>
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<td>90</td>
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<tr>
<td>Fire Hydrant</td>
<td>8</td>
<td>439</td>
<td>755</td>
<td>1,202</td>
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<tr>
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<td>727</td>
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<td>492</td>
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</tbody>
</table>

**Total Number of Units Involved**

|                | 1,868 | 142,362 | 400,510 | 544,740 |

* These are the number of units involved in crashes, not total crashes.
<table>
<thead>
<tr>
<th>Most Harmful Event</th>
<th>First Harmful Event</th>
<th>Most Harmful Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-Collision</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overtur/Rollover</td>
<td>2,310</td>
<td>7,391</td>
</tr>
<tr>
<td>Fire/Explosion</td>
<td>652</td>
<td>846</td>
</tr>
<tr>
<td>Immersion</td>
<td>65</td>
<td>116</td>
</tr>
<tr>
<td>Jackknife</td>
<td>180</td>
<td>185</td>
</tr>
<tr>
<td>Cargo/Equipment Loss Or Shift</td>
<td>990</td>
<td>999</td>
</tr>
<tr>
<td>Equipment Failure (Blown Tire, Brake Failure, Etc)</td>
<td>1,230</td>
<td>757</td>
</tr>
<tr>
<td>Separation Of Units</td>
<td>148</td>
<td>345</td>
</tr>
<tr>
<td>Ran Off Road Right</td>
<td>9,094</td>
<td>2,949</td>
</tr>
<tr>
<td>Ran Off Road Left</td>
<td>4,545</td>
<td>1,570</td>
</tr>
<tr>
<td>Cross Median</td>
<td>344</td>
<td>206</td>
</tr>
<tr>
<td>Cross Centerline Opposite Direction of Travel</td>
<td>2,750</td>
<td>1,211</td>
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<tr>
<td>Downhill Runaway</td>
<td>66</td>
<td>34</td>
</tr>
<tr>
<td>Other Non-Collision</td>
<td>3,413</td>
<td>2,884</td>
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<tr>
<td>Collision With Person, Vehicle, Or Object Not Fixed</td>
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<td></td>
</tr>
<tr>
<td>Pedestrian</td>
<td>2,672</td>
<td>2,712</td>
</tr>
<tr>
<td>Pedalcycle</td>
<td>1,511</td>
<td>1,506</td>
</tr>
<tr>
<td>Railway Vehicle (E.G. Train, Engine)</td>
<td>37</td>
<td>51</td>
</tr>
<tr>
<td>Animal – Farm</td>
<td>275</td>
<td>264</td>
</tr>
<tr>
<td>Animal – Deer</td>
<td>21,060</td>
<td>20,832</td>
</tr>
<tr>
<td>Animal – Other</td>
<td>1,063</td>
<td>1,023</td>
</tr>
<tr>
<td>Motor Vehicle In Transport</td>
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<td>415,618</td>
</tr>
<tr>
<td>Parked Motor Vehicle</td>
<td>21,640</td>
<td>22,334</td>
</tr>
<tr>
<td>Work Zone Maintenance Equipment</td>
<td>282</td>
<td>274</td>
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<td>Struct by Falling, Shifting Cargo or Anything Set in Motion by a Motor Vehicle</td>
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<td>2,508</td>
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<tr>
<td>Other Movable Object</td>
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<tr>
<td>Collision With Fixed Object</td>
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<td></td>
</tr>
<tr>
<td>Impact Attenuator/ Crash Cushion</td>
<td>278</td>
<td>297</td>
</tr>
<tr>
<td>Bridge Overhead Structure</td>
<td>217</td>
<td>222</td>
</tr>
<tr>
<td>Bridge Pier Or Abutment</td>
<td>135</td>
<td>186</td>
</tr>
<tr>
<td>Bridge Parapet</td>
<td>142</td>
<td>148</td>
</tr>
<tr>
<td>Bridge Rail</td>
<td>253</td>
<td>304</td>
</tr>
<tr>
<td>Guardrail Face</td>
<td>3,939</td>
<td>4,680</td>
</tr>
<tr>
<td>Guardrail End</td>
<td>1,082</td>
<td>1,217</td>
</tr>
<tr>
<td>Portable Barrier</td>
<td>131</td>
<td>148</td>
</tr>
<tr>
<td>Median Cable Barrier</td>
<td>705</td>
<td>913</td>
</tr>
<tr>
<td>Median Guardrail Barrier</td>
<td>145</td>
<td>202</td>
</tr>
<tr>
<td>Median Concrete Barrier</td>
<td>2,495</td>
<td>3,379</td>
</tr>
<tr>
<td>Most Harmful Event</td>
<td>First Harmful Event</td>
<td>Most Harmful Event</td>
</tr>
<tr>
<td>------------------------------------</td>
<td>---------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>Collision With Fixed Object</td>
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<td></td>
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<tr>
<td>Median Other Barrier</td>
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<tr>
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<tr>
<td>Light/Luminaries Support</td>
<td>592</td>
<td>966</td>
</tr>
<tr>
<td>Utility Pole</td>
<td>4,901</td>
<td>8,136</td>
</tr>
<tr>
<td>Other Post, Pole Or Support</td>
<td>1,339</td>
<td>1,803</td>
</tr>
<tr>
<td>Culvert</td>
<td>855</td>
<td>1,002</td>
</tr>
<tr>
<td>Curb</td>
<td>2,454</td>
<td>1,328</td>
</tr>
<tr>
<td>Ditch</td>
<td>6,360</td>
<td>5,662</td>
</tr>
<tr>
<td>Embankment</td>
<td>1,956</td>
<td>1,681</td>
</tr>
<tr>
<td>Fence</td>
<td>1,347</td>
<td>1,797</td>
</tr>
<tr>
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<td>2,188</td>
<td>1,862</td>
</tr>
<tr>
<td>Tree</td>
<td>3,841</td>
<td>6,640</td>
</tr>
<tr>
<td>Wall, Building, Tunnel</td>
<td>687</td>
<td>1,109</td>
</tr>
<tr>
<td>Work Zone Maintenance Equipment</td>
<td>96</td>
<td>90</td>
</tr>
<tr>
<td>Fire Hydrant</td>
<td>564</td>
<td>1,202</td>
</tr>
<tr>
<td>Other Fixed Object</td>
<td>2,595</td>
<td>3,262</td>
</tr>
<tr>
<td>Not Stated</td>
<td>659</td>
<td>727</td>
</tr>
<tr>
<td>Unknown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unknown</td>
<td>2,805</td>
<td>2,824</td>
</tr>
</tbody>
</table>

**Total Number of Units Involved**  
544,740  544,740

* These are the number of units involved in crashes, not total crashes.
<table>
<thead>
<tr>
<th>Month</th>
<th>Fatal Crashes</th>
<th>Injury Crashes</th>
<th>Property Damage Crashes</th>
<th>Total Crashes</th>
<th>Deaths</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015 January</td>
<td>23</td>
<td>396</td>
<td>673</td>
<td>1,092</td>
<td>24</td>
<td>535</td>
</tr>
<tr>
<td>2015 February</td>
<td>19</td>
<td>360</td>
<td>634</td>
<td>1,013</td>
<td>24</td>
<td>481</td>
</tr>
<tr>
<td>2015 March</td>
<td>12</td>
<td>399</td>
<td>665</td>
<td>1,076</td>
<td>15</td>
<td>550</td>
</tr>
<tr>
<td>2015 April</td>
<td>19</td>
<td>387</td>
<td>541</td>
<td>947</td>
<td>20</td>
<td>515</td>
</tr>
<tr>
<td>2015 May</td>
<td>37</td>
<td>444</td>
<td>548</td>
<td>1,029</td>
<td>38</td>
<td>647</td>
</tr>
<tr>
<td>2015 June</td>
<td>38</td>
<td>437</td>
<td>574</td>
<td>1,049</td>
<td>43</td>
<td>619</td>
</tr>
<tr>
<td>2015 July</td>
<td>20</td>
<td>482</td>
<td>534</td>
<td>1,036</td>
<td>20</td>
<td>683</td>
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<td>2015 August</td>
<td>40</td>
<td>452</td>
<td>598</td>
<td>1,090</td>
<td>42</td>
<td>646</td>
</tr>
<tr>
<td>2015 September</td>
<td>23</td>
<td>431</td>
<td>538</td>
<td>992</td>
<td>25</td>
<td>587</td>
</tr>
<tr>
<td>2015 October</td>
<td>33</td>
<td>463</td>
<td>587</td>
<td>1,083</td>
<td>39</td>
<td>694</td>
</tr>
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<td>2015 November</td>
<td>23</td>
<td>430</td>
<td>579</td>
<td>1,032</td>
<td>25</td>
<td>591</td>
</tr>
<tr>
<td>2015 December</td>
<td>29</td>
<td>409</td>
<td>649</td>
<td>1,087</td>
<td>31</td>
<td>582</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>316</strong></td>
<td><strong>5,090</strong></td>
<td><strong>7,120</strong></td>
<td><strong>12,526</strong></td>
<td><strong>346</strong></td>
<td><strong>7,130</strong></td>
</tr>
<tr>
<td>Time Period</td>
<td>Without Alcohol</td>
<td>With Alcohol</td>
<td>Total Drivers</td>
<td>Percent Alcohol</td>
<td>Without Alcohol</td>
<td>With Alcohol</td>
</tr>
<tr>
<td>-------------------</td>
<td>-----------------</td>
<td>--------------</td>
<td>---------------</td>
<td>----------------</td>
<td>----------------</td>
<td>--------------</td>
</tr>
<tr>
<td><strong>All Drivers</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8:00pm - 3:59am</td>
<td>66,015</td>
<td>7,751</td>
<td>73,766</td>
<td>10.5%</td>
<td>338</td>
<td>169</td>
</tr>
<tr>
<td>4:00am - 11:59am</td>
<td>140,947</td>
<td>1,361</td>
<td>142,308</td>
<td>1.0%</td>
<td>391</td>
<td>34</td>
</tr>
<tr>
<td>12:00pm - 7:59pm</td>
<td>284,372</td>
<td>3,192</td>
<td>287,564</td>
<td>1.1%</td>
<td>745</td>
<td>71</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>491,334</td>
<td>12,304</td>
<td>503,638</td>
<td>2.4%</td>
<td>1,474</td>
<td>274</td>
</tr>
<tr>
<td><strong>Male Drivers</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8:00pm - 3:59am</td>
<td>37,947</td>
<td>5,628</td>
<td>43,575</td>
<td>12.9%</td>
<td>253</td>
<td>139</td>
</tr>
<tr>
<td>4:00am - 11:59am</td>
<td>77,180</td>
<td>991</td>
<td>78,171</td>
<td>1.3%</td>
<td>292</td>
<td>24</td>
</tr>
<tr>
<td>12:00pm - 7:59pm</td>
<td>152,370</td>
<td>2,270</td>
<td>154,640</td>
<td>1.5%</td>
<td>531</td>
<td>56</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>267,497</td>
<td>8,889</td>
<td>276,386</td>
<td>3.2%</td>
<td>1,076</td>
<td>219</td>
</tr>
<tr>
<td><strong>Female Drivers</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8:00pm - 3:59am</td>
<td>24,012</td>
<td>1,982</td>
<td>25,994</td>
<td>7.6%</td>
<td>81</td>
<td>30</td>
</tr>
<tr>
<td>4:00am - 11:59am</td>
<td>60,224</td>
<td>291</td>
<td>60,515</td>
<td>0.5%</td>
<td>95</td>
<td>10</td>
</tr>
<tr>
<td>12:00pm - 7:59pm</td>
<td>125,890</td>
<td>819</td>
<td>126,709</td>
<td>0.6%</td>
<td>212</td>
<td>15</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>210,126</td>
<td>3,092</td>
<td>213,218</td>
<td>1.5%</td>
<td>388</td>
<td>55</td>
</tr>
<tr>
<td><strong>Not Stated Drv.</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8:00pm - 3:59am</td>
<td>4,056</td>
<td>141</td>
<td>4,197</td>
<td>3.4%</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>4:00am - 11:59am</td>
<td>3,543</td>
<td>79</td>
<td>3,622</td>
<td>2.2%</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>12:00pm - 7:59pm</td>
<td>6,112</td>
<td>103</td>
<td>6,215</td>
<td>1.7%</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>13,711</td>
<td>323</td>
<td>14,034</td>
<td>2.3%</td>
<td>10</td>
<td>0</td>
</tr>
</tbody>
</table>

Table Data: Drivers; does not include Parked Units.
### Table 6.04 - Alcohol Statistics

**BACs of Alcohol Impaired Drivers in Error in Fatal Crashes by Age**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Alcohol Impaired Drivers in Error</th>
<th>In Error with BACs</th>
<th>BAC TEST RESULTS</th>
<th>% with BAC .10 or higher</th>
<th>% with BAC .20 or higher</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>.01-.04</td>
<td>.05-.07</td>
<td>.08-.09</td>
<td>.10-.19</td>
</tr>
<tr>
<td>0-15*</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>16-20</td>
<td>23</td>
<td>11</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>21-25</td>
<td>53</td>
<td>29</td>
<td>1</td>
<td>3</td>
<td>15</td>
</tr>
<tr>
<td>26-30</td>
<td>30</td>
<td>17</td>
<td>0</td>
<td>0</td>
<td>9</td>
</tr>
<tr>
<td>31-35</td>
<td>24</td>
<td>12</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>36-40</td>
<td>26</td>
<td>15</td>
<td>2</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>41-45</td>
<td>16</td>
<td>11</td>
<td>1</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>46-50</td>
<td>26</td>
<td>21</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>51-55</td>
<td>24</td>
<td>19</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>56-60</td>
<td>14</td>
<td>8</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>61-65</td>
<td>8</td>
<td>6</td>
<td>2</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>66-70</td>
<td>7</td>
<td>6</td>
<td>3</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>71-75</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>76 and Over</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Not Stated</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>256</strong></td>
<td><strong>159</strong></td>
<td><strong>7</strong></td>
<td><strong>6</strong></td>
<td><strong>64</strong></td>
</tr>
</tbody>
</table>

*Table Data: Fatal Crashes; Drivers, Unit in Error; does not include Parked Units; Yes-Alcohol suspected or Yes Alcohol / Drugs suspected. Note: Of those reporting*
## Table 6.05 - Alcohol Statistics
Deaths and Injuries in Alcohol Related Crashes by Population

<table>
<thead>
<tr>
<th>Population</th>
<th>DEATHS</th>
<th>INJURIES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No Alcohol</td>
<td>Alcohol related</td>
</tr>
<tr>
<td>Under 1,000</td>
<td>38</td>
<td>14</td>
</tr>
<tr>
<td>1,000 to 2,499</td>
<td>166</td>
<td>94</td>
</tr>
<tr>
<td>2,500 to 4,999</td>
<td>102</td>
<td>49</td>
</tr>
<tr>
<td>5,000 to 9,999</td>
<td>113</td>
<td>33</td>
</tr>
<tr>
<td>10,000 to 24,999</td>
<td>127</td>
<td>49</td>
</tr>
<tr>
<td>25,000 to 49,999</td>
<td>70</td>
<td>35</td>
</tr>
<tr>
<td>50,000 and Over</td>
<td>148</td>
<td>72</td>
</tr>
<tr>
<td>Total</td>
<td>764</td>
<td>346</td>
</tr>
</tbody>
</table>
### Table 6.06 - Alcohol Statistics

#### Alcohol related Crashes by Crash Severity

<table>
<thead>
<tr>
<th>From Date</th>
<th>To Date</th>
<th>County(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>01/01/2015</td>
<td>12/31/2015</td>
<td>All Counties</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Crash Type</th>
<th>Total</th>
<th>Alcohol Related</th>
<th>% Alcohol Related</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal Crashes</td>
<td>1,029</td>
<td>316</td>
<td>30.7 %</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>75,100</td>
<td>5,090</td>
<td>6.8 %</td>
</tr>
<tr>
<td>Property Damage</td>
<td>226,150</td>
<td>7,120</td>
<td>3.1 %</td>
</tr>
<tr>
<td><strong>Total Crashes</strong></td>
<td>302,279</td>
<td>12,526</td>
<td>4.1 %</td>
</tr>
<tr>
<td>Deaths</td>
<td>1,110</td>
<td>346</td>
<td>31.2 %</td>
</tr>
<tr>
<td>Injuries</td>
<td>108,376</td>
<td>7,130</td>
<td>6.6 %</td>
</tr>
</tbody>
</table>
## Table 6.07 - Alcohol Statistics
### Alcohol Impaired Drivers by Age and Type of Unit

<table>
<thead>
<tr>
<th>From Date</th>
<th>To Date</th>
<th>County(s)</th>
<th>01/01/2015</th>
<th>12/31/2015</th>
<th>All Counties</th>
</tr>
</thead>
</table>

### Passenger Vehicle Drivers

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Alcohol Impaired Drivers</th>
<th>Total Drivers</th>
<th>Percent Alcohol Impaired</th>
<th>Alcohol Impaired Drivers</th>
<th>Total Drivers</th>
<th>Percent Alcohol Impaired</th>
<th>Alcohol Impaired Drivers</th>
<th>Total Drivers</th>
<th>Percent Alcohol Impaired</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-15</td>
<td>144</td>
<td>6,287</td>
<td>2.3%</td>
<td>33</td>
<td>969</td>
<td>3.4%</td>
<td>0</td>
<td>6</td>
<td>0.0%</td>
</tr>
<tr>
<td>16-20</td>
<td>716</td>
<td>59,303</td>
<td>1.2%</td>
<td>307</td>
<td>16,339</td>
<td>1.9%</td>
<td>22</td>
<td>144</td>
<td>15.3%</td>
</tr>
<tr>
<td>21-25</td>
<td>2,218</td>
<td>63,447</td>
<td>3.5%</td>
<td>903</td>
<td>17,269</td>
<td>5.2%</td>
<td>53</td>
<td>159</td>
<td>33.3%</td>
</tr>
<tr>
<td>26-30</td>
<td>1,677</td>
<td>49,877</td>
<td>3.4%</td>
<td>655</td>
<td>13,687</td>
<td>4.8%</td>
<td>28</td>
<td>130</td>
<td>21.5%</td>
</tr>
<tr>
<td>31-35</td>
<td>1,497</td>
<td>42,237</td>
<td>3.5%</td>
<td>633</td>
<td>11,754</td>
<td>5.4%</td>
<td>23</td>
<td>109</td>
<td>21.1%</td>
</tr>
<tr>
<td>36-40</td>
<td>1,235</td>
<td>36,055</td>
<td>3.4%</td>
<td>508</td>
<td>9,823</td>
<td>5.2%</td>
<td>24</td>
<td>90</td>
<td>26.7%</td>
</tr>
<tr>
<td>41-45</td>
<td>1,022</td>
<td>34,616</td>
<td>3.0%</td>
<td>396</td>
<td>9,422</td>
<td>4.2%</td>
<td>13</td>
<td>86</td>
<td>15.1%</td>
</tr>
<tr>
<td>46-50</td>
<td>940</td>
<td>33,533</td>
<td>2.8%</td>
<td>364</td>
<td>8,929</td>
<td>4.1%</td>
<td>18</td>
<td>82</td>
<td>22.0%</td>
</tr>
<tr>
<td>51-55</td>
<td>857</td>
<td>33,964</td>
<td>2.5%</td>
<td>338</td>
<td>9,148</td>
<td>3.7%</td>
<td>15</td>
<td>98</td>
<td>15.3%</td>
</tr>
<tr>
<td>56-60</td>
<td>658</td>
<td>30,502</td>
<td>2.2%</td>
<td>253</td>
<td>8,099</td>
<td>3.1%</td>
<td>11</td>
<td>69</td>
<td>15.9%</td>
</tr>
<tr>
<td>61-65</td>
<td>300</td>
<td>23,505</td>
<td>1.3%</td>
<td>118</td>
<td>6,227</td>
<td>1.9%</td>
<td>6</td>
<td>59</td>
<td>10.2%</td>
</tr>
<tr>
<td>66-70</td>
<td>174</td>
<td>17,183</td>
<td>1.0%</td>
<td>54</td>
<td>4,538</td>
<td>1.2%</td>
<td>7</td>
<td>56</td>
<td>12.5%</td>
</tr>
<tr>
<td>76 &amp; Over</td>
<td>45</td>
<td>15,025</td>
<td>0.3%</td>
<td>18</td>
<td>4,161</td>
<td>0.4%</td>
<td>1</td>
<td>96</td>
<td>1.0%</td>
</tr>
<tr>
<td>Not Stated</td>
<td>149</td>
<td>5,442</td>
<td>2.7%</td>
<td>22</td>
<td>947</td>
<td>2.3%</td>
<td>1</td>
<td>2</td>
<td>50.0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>11,701</strong></td>
<td><strong>462,125</strong></td>
<td><strong>2.5%</strong></td>
<td><strong>4,629</strong></td>
<td><strong>124,403</strong></td>
<td><strong>3.7%</strong></td>
<td><strong>225</strong></td>
<td><strong>1,236</strong></td>
<td><strong>18.2%</strong></td>
</tr>
</tbody>
</table>

### Other Passenger Vehicle Drivers

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Alcohol Impaired Drivers</th>
<th>Total Drivers</th>
<th>Percent Alcohol Impaired</th>
<th>Alcohol Impaired Drivers</th>
<th>Total Drivers</th>
<th>Percent Alcohol Impaired</th>
<th>Alcohol Impaired Drivers</th>
<th>Total Drivers</th>
<th>Percent Alcohol Impaired</th>
</tr>
</thead>
<tbody>
<tr>
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## Table 6.07 - Alcohol Statistics
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<td>Total Drivers</td>
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### Med / Heavy Truck Drivers

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### Bus / Van / Limo Drivers

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### Table 6.07 - Alcohol Statistics

**Alcohol Impaired Drivers by Age and Type of Unit**

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<td>41-45</td>
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### Alcohol Impaired Drivers by Age and Type of Unit

#### Table 6.07 - Alcohol Statistics

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<th></th>
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<td>Percent Alcohol Impaired</td>
<td>Alcohol Impaired Drivers</td>
<td>Total Drivers</td>
<td>Percent Alcohol Impaired</td>
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<td>13</td>
<td>7.7 %</td>
</tr>
<tr>
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<td>0.0 %</td>
<td>0</td>
<td>7</td>
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<tr>
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<td>0.0 %</td>
<td>0</td>
<td>1</td>
<td>0.0 %</td>
</tr>
<tr>
<td>76 &amp; Over</td>
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<td>0</td>
<td>5</td>
<td>0.0 %</td>
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<tr>
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<td><strong>Total</strong></td>
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<td><strong>6,615</strong></td>
<td><strong>2.2 %</strong></td>
<td><strong>16</strong></td>
<td><strong>690</strong></td>
<td><strong>2.3 %</strong></td>
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</table>

|                |             |              |                |              |              |              |                |              |                |              |
| **All Drivers**|             |              |                |              |              |              |                |              |                |              |
| 0-15           | 172         | 10,189       | 1.7 %          | 33           | 1,585        | 2.1 %        | 0              | 14            | 0.0 %         |
| 16-20          | 729         | 60,248       | 1.2 %          | 315          | 16,846       | 1.9 %        | 23             | 156           | 14.7 %        |
| 21-25          | 2,272       | 65,952       | 3.4 %          | 942          | 18,147       | 5.2 %        | 57             | 193           | 29.5 %        |
| 26-30          | 1,732       | 52,699       | 3.3 %          | 695          | 14,563       | 4.8 %        | 32             | 164           | 19.5 %        |
| 31-35          | 1,549       | 45,051       | 3.4 %          | 668          | 12,540       | 5.3 %        | 28             | 139           | 20.1 %        |
| 36-40          | 1,274       | 38,984       | 3.3 %          | 533          | 10,643       | 5.0 %        | 29             | 120           | 24.2 %        |
| 41-45          | 1,081       | 38,304       | 2.8 %          | 437          | 10,482       | 4.2 %        | 18             | 139           | 12.9 %        |
| 46-50          | 1,004       | 37,444       | 2.7 %          | 410          | 10,028       | 4.1 %        | 27             | 132           | 20.5 %        |
| 51-55          | 931         | 38,124       | 2.4 %          | 387          | 10,366       | 3.7 %        | 25             | 154           | 16.2 %        |
| 56-60          | 695         | 34,259       | 2.0 %          | 277          | 9,149        | 3.0 %        | 15             | 122           | 12.3 %        |
| 61-65          | 317         | 25,711       | 1.2 %          | 128          | 6,854        | 1.9 %        | 8              | 92            | 8.7 %         |
| 66-70          | 176         | 18,191       | 1.0 %          | 56           | 4,841        | 1.2 %        | 7              | 73            | 9.6 %         |
| 71-75          | 71          | 11,621       | 0.6 %          | 28           | 3,248        | 0.9 %        | 3              | 61            | 4.9 %         |
| 76 & Over      | 46          | 15,291       | 0.3 %          | 19           | 4,239        | 0.4 %        | 1              | 103           | 1.0 %         |
| Not Stated     | 255         | 9,274        | 2.7 %          | 31           | 1,443        | 2.1 %        | 1              | 6             | 16.7 %        |
| **Total**      | **12,304**  | **501,342**  | **2.5 %**      | **4,959**    | **134,974**  | **3.7 %**    | **274**        | **1,668**     | **16.4 %**    |
### WHO THE DRIVERS IN ERROR KILLED

<table>
<thead>
<tr>
<th>Age</th>
<th>Themselves</th>
<th>Their Passengers</th>
<th>Others</th>
<th>Total Deaths</th>
<th>% Alcohol Deaths</th>
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<tbody>
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<tr>
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<td>2</td>
<td>4</td>
<td>1</td>
<td>7</td>
<td>2.5 %</td>
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<tr>
<td>19</td>
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<td>0</td>
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<td>11</td>
<td>3.9 %</td>
</tr>
<tr>
<td>16-20</td>
<td>15</td>
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<td>1</td>
<td>25</td>
<td>8.9 %</td>
</tr>
<tr>
<td>21</td>
<td>6</td>
<td>3</td>
<td>1</td>
<td>10</td>
<td>3.5 %</td>
</tr>
<tr>
<td>22</td>
<td>4</td>
<td>5</td>
<td>0</td>
<td>9</td>
<td>3.2 %</td>
</tr>
<tr>
<td>23</td>
<td>11</td>
<td>6</td>
<td>2</td>
<td>19</td>
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<td>33</td>
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<td>8</td>
<td>28</td>
<td>9.9 %</td>
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<tr>
<td>36-40</td>
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<td>29</td>
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</tr>
<tr>
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<td>16</td>
<td>5.7 %</td>
</tr>
<tr>
<td>46-50</td>
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<td>28</td>
<td>9.9 %</td>
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<tr>
<td>51-55</td>
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<td>2</td>
<td>24</td>
<td>8.5 %</td>
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<tr>
<td>56-60</td>
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<td>1</td>
<td>14</td>
<td>5.0 %</td>
</tr>
<tr>
<td>61-65</td>
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<td>10</td>
<td>3.5 %</td>
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<tr>
<td>66-70</td>
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<tr>
<td>71-75</td>
<td>2</td>
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<td>1</td>
<td>3</td>
<td>1.1 %</td>
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<tr>
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<td>0</td>
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<tr>
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<td>0</td>
<td>1</td>
<td>0.4 %</td>
</tr>
<tr>
<td>Not Stated</td>
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<td>1</td>
<td>0</td>
<td>1</td>
<td>0.4 %</td>
</tr>
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</table>

**TOTAL** | **197** | **48** | **37** | **282** | **100.0 %**

*Note: Total alcohol-related deaths is 346 including deaths where driver error is not known.*
<table>
<thead>
<tr>
<th>Age</th>
<th>Themselves</th>
<th>Their Passengers</th>
<th>Others</th>
<th>Total Injured</th>
<th>% Alcohol Injuries</th>
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<td>40</td>
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<tr>
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<td>3</td>
<td>27</td>
<td>40</td>
<td>0.6 %</td>
</tr>
<tr>
<td>16</td>
<td>12</td>
<td>10</td>
<td>5</td>
<td>27</td>
<td>0.4 %</td>
</tr>
<tr>
<td>17</td>
<td>18</td>
<td>10</td>
<td>1</td>
<td>29</td>
<td>0.4 %</td>
</tr>
<tr>
<td>18</td>
<td>42</td>
<td>11</td>
<td>15</td>
<td>68</td>
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<tr>
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<td>78</td>
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<td>153</td>
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<td>36</td>
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<td>1</td>
<td>10</td>
<td>23</td>
<td>0.4 %</td>
</tr>
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<td>4,709</td>
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<td>11</td>
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<td>37</td>
<td>0.6 %</td>
</tr>
<tr>
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<td>11</td>
<td>17</td>
<td>37</td>
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Note: Total alcohol-related injuries are 7,130 including injuries where driver error is not known.
## Table 6.10 - Alcohol Statistics
### Age of Persons Killed and Injured in Alcohol-Related Crashes

<table>
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<th>Age Group</th>
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<th>Incapacitating Injury</th>
<th>Non- incapacitating Injury</th>
<th>Possible Injury</th>
<th>Total Injuries</th>
<th>No Injury</th>
<th>Unknown Injury</th>
<th>Total</th>
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<td>154</td>
<td>297</td>
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<tr>
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<td>93</td>
<td>77</td>
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<td>23</td>
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<td>40</td>
<td>95</td>
<td>271</td>
<td>0</td>
<td>381</td>
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<td>22</td>
<td>15</td>
<td>45</td>
<td>122</td>
<td>0</td>
<td>173</td>
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<td>23</td>
<td>24</td>
<td>58</td>
<td>127</td>
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<td>188</td>
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<td>10</td>
<td>6</td>
<td>17</td>
<td>309</td>
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<td>326</td>
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<td>3,311</td>
<td>2,421</td>
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### Table 6.11 - Alcohol Statistics
Types of Units Involved in Alcohol Crashes

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<th>Unit Type</th>
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<th>Injury</th>
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<th>Total Crashes</th>
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<td>6,872</td>
<td>11,761</td>
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<td>15</td>
<td>73</td>
</tr>
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<td>216</td>
<td>22</td>
<td>274</td>
</tr>
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<td>Med / Heavy Trucks</td>
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<td>17</td>
<td>43</td>
<td>61</td>
</tr>
<tr>
<td>Bus / Van / Limo</td>
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## Table 6.12 - Alcohol Statistics
### Youthful Drivers in Alcohol-Related Crashes

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Table Data: Drivers; between age 15 and 24; does not include Parked Units
### Total Crashes by County

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Table 7.01 - County Statistics

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### Table 7.02 - County Statistics

Alcohol-Related Crashes by County

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### Table 8.01 - City / Village Statistics

#### Total Crashes by City / Village

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## Table 8.01 - City / Village Statistics

### Total Crashes by City / Village

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### Table 8.01 - City / Village Statistics

#### Total Crashes by City / Village

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## Table 8.01 - City / Village Statistics

### Total Crashes by City / Village

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### Table 8.01 - City / Village Statistics

#### Total Crashes by City / Village

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## Table 8.01 - City / Village Statistics

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### Table 8.01 - City / Village Statistics

**Total Crashes by City / Village**

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### Table 8.01 - City / Village Statistics
Total Crashes by City / Village

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### Table 8.01 - City / Village Statistics

Total Crashes by City / Village

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### Table 8.01 - City / Village Statistics

#### Total Crashes by City / Village

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### Table 8.01 - City / Village Statistics

#### Total Crashes by City / Village

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### Table 8.02 - City / Village Statistics

#### Alcohol Related Crashes by City / Village

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## Table 8.02 - City / Village Statistics

### Alcohol Related Crashes by City / Village

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## Table 8.02 - City / Village Statistics
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## Table 8.02 - City / Village Statistics
### Alcohol Related Crashes by City / Village

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## Table 8.02 - City / Village Statistics

### Alcohol Related Crashes by City / Village

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## Table 8.02 - City / Village Statistics

### Alcohol Related Crashes by City / Village

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**Table 8.02 - City / Village Statistics**

**Alcohol Related Crashes by City / Village**

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### Table 8.02 - City / Village Statistics
#### Alcohol Related Crashes by City / Village

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