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**TEXAS  
DEPARTMENT OF PUBLIC SAFETY**

**STATEWIDE  
MOTORCYCLE ACCIDENTS**

Calendar Year - 1994

**Government Publications  
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**JUN 29 1995**

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### STATEWIDE - MOTORCYCLE CASUALTIES ONLY

| AGE GROUP | KILLED |          |     |           |     | INJURED |          |     |           |     |
|-----------|--------|----------|-----|-----------|-----|---------|----------|-----|-----------|-----|
|           | TOTAL  | OPERATOR |     | PASSENGER |     | TOTAL   | OPERATOR |     | PASSENGER |     |
|           |        | MALE     | FEM | MALE      | FEM |         | MALE     | FEM | MALE      | FEM |
| 6 & UNDER | 0      | 0        | 0   | 0         | 0   | 8       | 0        | 0   | 5         | 3   |
| 7         | 0      | 0        | 0   | 0         | 0   | 0       | 0        | 0   | 0         | 0   |
| 8         | 0      | 0        | 0   | 0         | 0   | 0       | 0        | 0   | 0         | 0   |
| 9         | 0      | 0        | 0   | 0         | 0   | 3       | 0        | 0   | 0         | 3   |
| 10        | 0      | 0        | 0   | 0         | 0   | 6       | 1        | 0   | 2         | 3   |
| 11        | 0      | 0        | 0   | 0         | 0   | 9       | 5        | 0   | 2         | 2   |
| 12        | 1      | 1        | 0   | 0         | 0   | 19      | 6        | 4   | 6         | 3   |
| 13        | 0      | 0        | 0   | 0         | 0   | 25      | 9        | 0   | 12        | 4   |
| 14        | 0      | 0        | 0   | 0         | 0   | 42      | 24       | 3   | 10        | 5   |
| 15        | 0      | 0        | 0   | 0         | 0   | 44      | 30       | 1   | 10        | 3   |
| 16        | 4      | 2        | 0   | 2         | 0   | 35      | 24       | 4   | 5         | 2   |
| 17        | 1      | 1        | 0   | 0         | 0   | 54      | 36       | 2   | 7         | 8   |
| 18        | 4      | 4        | 0   | 0         | 0   | 121     | 94       | 5   | 17        | 5   |
| 19        | 2      | 2        | 0   | 0         | 0   | 160     | 135      | 4   | 8         | 12  |
| 20-24     | 29     | 24       | 0   | 4         | 1   | 884     | 779      | 22  | 37        | 43  |
| 25-34     | 38     | 35       | 0   | 1         | 2   | 1156    | 1002     | 45  | 19        | 89  |
| 35-44     | 27     | 25       | 0   | 0         | 2   | 726     | 657      | 28  | 3         | 36  |
| 45-54     | 11     | 10       | 0   | 0         | 1   | 316     | 270      | 10  | 2         | 32  |
| 55-64     | 6      | 6        | 0   | 0         | 0   | 80      | 73       | 4   | 0         | 3   |
| 65 & OVER | 2      | 2        | 0   | 0         | 0   | 33      | 30       | 2   | 0         | 1   |
| UNKNOWN   | 1      | 0        | 0   | 1         | 0   | 28      | 11       | 1   | 1         | 9   |
| TOTAL     | 126    | 112      | 0   | 8         | 6   | 3749    | 3186     | 135 | 146       | 266 |

| AGE GROUP | TOTAL | KILLED   |           |           |           | TOTAL | INJURED  |           |           |           |
|-----------|-------|----------|-----------|-----------|-----------|-------|----------|-----------|-----------|-----------|
|           |       | OPERATOR |           | PASSENGER |           |       | OPERATOR |           | PASSENGER |           |
|           |       | HELMET   | NO HELMET | HELMET    | NO HELMET |       | HELMET   | NO HELMET | HELMET    | NO HELMET |
| 6 & UNDER | 0     | 0        | 0         | 0         | 0         | 8     | 0        | 0         | 3         | 5         |
| 7         | 0     | 0        | 0         | 0         | 0         | 0     | 0        | 0         | 0         | 0         |
| 8         | 0     | 0        | 0         | 0         | 0         | 0     | 0        | 0         | 0         | 0         |
| 9         | 0     | 0        | 0         | 0         | 0         | 3     | 0        | 0         | 2         | 1         |
| 10        | 0     | 0        | 0         | 0         | 0         | 6     | 1        | 0         | 4         | 1         |
| 11        | 0     | 0        | 0         | 0         | 0         | 6     | 2        | 2         | 2         | 0         |
| 12        | 1     | 0        | 1         | 0         | 0         | 16    | 2        | 6         | 5         | 3         |
| 13        | 0     | 0        | 0         | 0         | 0         | 21    | 3        | 4         | 7         | 7         |
| 14        | 0     | 0        | 0         | 0         | 0         | 35    | 10       | 12        | 5         | 8         |
| 15        | 0     | 0        | 0         | 0         | 0         | 44    | 15       | 16        | 9         | 4         |
| 16        | 4     | 1        | 1         | 1         | 1         | 33    | 16       | 11        | 2         | 4         |
| 17        | 1     | 1        | 0         | 0         | 0         | 48    | 26       | 7         | 13        | 2         |
| 18        | 3     | 3        | 0         | 0         | 0         | 113   | 79       | 13        | 17        | 4         |
| 19        | 2     | 2        | 0         | 0         | 0         | 147   | 114      | 14        | 17        | 2         |
| 20-24     | 28    | 19       | 4         | 4         | 1         | 798   | 670      | 59        | 57        | 12        |
| 25-34     | 36    | 29       | 4         | 2         | 1         | 1043  | 876      | 71        | 90        | 6         |
| 35-44     | 27    | 23       | 2         | 2         | 0         | 648   | 572      | 41        | 32        | 3         |
| 45-54     | 10    | 7        | 2         | 1         | 0         | 289   | 250      | 11        | 25        | 3         |
| 55-64     | 6     | 6        | 0         | 0         | 0         | 71    | 64       | 4         | 3         | 0         |
| 65 & OVER | 2     | 2        | 0         | 0         | 0         | 30    | 26       | 3         | 1         | 0         |
| UNKNOWN   | 1     | 0        | 0         | 1         | 0         | 25    | 13       | 3         | 8         | 1         |
| TOTAL     | 121   | 93       | 14        | 11        | 3         | 3384  | 2739     | 277       | 302       | 66        |

Figures do not include motorcyclists whose helmet use was not reported.

| HELMET INFORMATION | KILLED | INJURED |
|--------------------|--------|---------|
| WORN               | 104    | 3041    |
| NOT WORN           | 17     | 343     |
| NOT REPORTED       | 5      | 365     |
| TOTAL              | 126    | 3749    |

### STATEWIDE - MOTORCYCLE OPERATORS ONLY

| AGE OF DRIVER | TOTAL | FATAL | INJURY |
|---------------|-------|-------|--------|
| 15 & YOUNGER  | 98    | 1     | 87     |
| 16            | 34    | 2     | 28     |
| 17            | 43    | 1     | 40     |
| 18 to 19      | 275   | 7     | 244    |
| 20 to 24      | 913   | 28    | 816    |
| 25 to 34      | 1199  | 40    | 1070   |
| 35 to 44      | 792   | 27    | 705    |
| 45 to 54      | 323   | 10    | 295    |
| 55 to 64      | 92    | 6     | 79     |
| 65 to 74      | 30    | 1     | 27     |
| 75 & OLDER    | 7     | 1     | 6      |
| UNKNOWN       | 65    | 0     | 29     |
| TOTAL DRIVERS | 3871  | 124   | 3426   |

| VEHICLE CONDITION             | TOTAL | FATAL | INJURY |
|-------------------------------|-------|-------|--------|
| NO DEFECTS REPORTED           | 3745  | 118   | 3312   |
| DEFECTIVE BRAKES              | 26    | 1     | 24     |
| DEFECTIVE STEERING            | 8     | 0     | 7      |
| DEFECTIVE OR IMPROPER LIGHT   | 14    | 2     | 11     |
| DEFECTIVE TIRES               | 54    | 3     | 50     |
| DEFECTIVE TRAILER EQUIPMENT   | 0     | 0     | 0      |
| DEFECTIVE STOP OR TURN SIGNAL | 4     | 0     | 4      |
| WHEEL CAME OFF VEHICLE        | 0     | 0     | 0      |
| OTHER DEFECTS                 | 20    | 0     | 18     |
| TOTAL VEHICLES                | 3871  | 124   | 3426   |

| CONDITION OF DRIVER   | TOTAL | FATAL | INJURY |
|-----------------------|-------|-------|--------|
| NORMAL                | 3850  | 118   | 3411   |
| EYESIGHT DEFECTIVE    | 0     | 0     | 0      |
| HEARING DEFECTIVE     | 0     | 0     | 0      |
| LIMBS MISSING         | 0     | 0     | 0      |
| OTHER PHYSICAL DEFECT | 0     | 0     | 0      |
| ILL                   | 4     | 1     | 3      |
| FATIGUED OR ASLEEP    | 17    | 5     | 12     |
| OTHER HANDICAP        | 0     | 0     | 0      |
| TOTAL DRIVERS         | 3871  | 124   | 3426   |

| VIOLATIONS CONTRIBUTING TO ACCIDENT       | TOTAL | FATAL | INJURY |
|---|-------|-------|--------|
| SPEEDING OVER LIMIT                       | 280   | 34    | 236    |
| SPEED-UNSAFE (UNDER LIMIT)                | 900   | 26    | 812    |
| FAIL TO YIELD ROW TO VEHICLE              | 152   | 4     | 121    |
| DISREGARD STOP SIGN OR LIGHT              | 35    | 1     | 28     |
| DISREGARD STOP AND GO SIGNAL              | 34    | 3     | 31     |
| IMPROPER TURN-WIDE RIGHT                  | 9     | 0     | 9      |
| IMPROPER TURN-CUT CORNER ON LEFT          | 1     | 0     | 0      |
| IMPROPER TURN-WRONG LANE                  | 9     | 1     | 8      |
| WRONG SIDE-NOT PASSING                    | 17    | 3     | 14     |
| WRONG WAY ONE WAY ROAD                    | 2     | 0     | 2      |
| FOLLOWING TOO CLOSELY                     | 100   | 0     | 90     |
| OVERTAKE & PASS-INSUFFICIENT CLEARANCE    | 7     | 0     | 3      |
| PASS IN NO PASSING ZONE                   | 12    | 0     | 10     |
| OTHER ILLEGAL PASSING                     | 81    | 1     | 71     |
| NO SIGNAL OR WRONG SIGNAL OF INTENTION    | 5     | 0     | 5      |
| IMPROPER START FROM PARKED POSITION       | 7     | 0     | 4      |
| FAIL TO YIELD ROW TO PEDESTRIAN           | 2     | 0     | 2      |
| IMPROPER PARKING                          | 2     | 0     | 0      |
| DRIVING UNDER INFLUENCE (Liquor or Drugs) | 347   | 44    | 296    |
| OTHER VIOLATIONS                          | 406   | 24    | 348    |
| TOTAL VIOLATIONS                          | 2408  | 141   | 2090   |

| RESIDENCE & LICENSE          | TOTAL | FATAL | INJURY |
|------------------------------|-------|-------|--------|
| TEXAS RESIDENT, LICENSED     | 3287  | 110   | 2940   |
| TEXAS RESIDENT, NOT LICENSED | 290   | 7     | 258    |
| TEXAS RESIDENT, LICENSE UNK. | 33    | 1     | 32     |
| NON-RESIDENT, LICENSED       | 201   | 6     | 171    |
| NON-RESIDENT, NOT LICENSED   | 0     | 0     | 0      |
| NON-RESIDENT, LICENSE UNK.   | 0     | 0     | 0      |
| NOT STATED                   | 60    | 0     | 25     |
| TOTAL DRIVERS                | 3871  | 124   | 3426   |



# MOTOR VEHICLE TRAFFIC ACCIDENTS

SUMMARY OF MOTORCYCLE INVOLVED ACCIDENTS IN THE STATE OF TEXAS FOR CALENDAR YEAR 1994  
 PREPARED BY THE TEXAS DEPARTMENT OF PUBLIC SAFETY STATISTICAL SERVICES THIS SUMMARY INCLUDES REPORTS AND INFORMATION AVAILABLE ON 02-28-95

| 1. CURRENT REPORT<br>A. TYPE OF ACCIDENT |                    | NUMBER OF ACCIDENTS |            |                       |             |             |             |                   |             |                       |             |                   |            |                       |             |            |             |             |            |             |             |            |             |
|--|--------------------|---------------------|------------|-----------------------|-------------|-------------|-------------|-------------------|-------------|-----------------------|-------------|-------------------|------------|-----------------------|-------------|------------|-------------|-------------|------------|-------------|-------------|------------|-------------|
|  |                    | TOTAL               |            |                       |             | ON ROADWAY  |             |                   |             | OFF ROADWAY           |             |                   |            |                       |             |            |             |             |            |             |             |            |             |
|  |                    | TOTAL               | FATAL      | INJURY                | NON-INJ     | TOTAL       | FATAL       | INJURY            | NON-INJ     | TOTAL                 | FATAL       | INJURY            | NON-INJ    |                       |             |            |             |             |            |             |             |            |             |
| MOTOR VEH WITH                           | PEDESTRIAN         | 15                  | 0          | 15                    | 0           | 15          | 0           | 15                | 0           | 0                     | 0           | 0                 | 0          |                       |             |            |             |             |            |             |             |            |             |
|  | MTR VEH IN TRAFFIC | 2080                | 56         | 1807                  | 217         | 2060        | 56          | 1789              | 215         | 20                    | 0           | 18                | 2          |                       |             |            |             |             |            |             |             |            |             |
|  | RAILROAD TRAIN     | 1                   | 1          | 0                     | 0           | 1           | 1           | 0                 | 0           | 0                     | 0           | 0                 | 0          |                       |             |            |             |             |            |             |             |            |             |
|  | PARKED MOTOR VEH   | 50                  | 0          | 37                    | 13          | 31          | 0           | 24                | 7           | 19                    | 0           | 13                | 6          |                       |             |            |             |             |            |             |             |            |             |
|  | PEDALCYCLIST       | 13                  | 1          | 12                    | 0           | 12          | 1           | 11                | 0           | 1                     | 0           | 1                 | 0          |                       |             |            |             |             |            |             |             |            |             |
|  | ANIMAL             | 62                  | 2          | 55                    | 5           | 62          | 2           | 55                | 5           | 0                     | 0           | 0                 | 0          |                       |             |            |             |             |            |             |             |            |             |
|  | FIXED OBJECT       | 461                 | 36         | 402                   | 23          | 29          | 0           | 26                | 3           | 432                   | 36          | 376               | 20         |                       |             |            |             |             |            |             |             |            |             |
|  | OTHER OBJECT       | 14                  | 0          | 13                    | 1           | 6           | 0           | 7                 | 1           | 8                     | 0           | 6                 | 0          |                       |             |            |             |             |            |             |             |            |             |
|  | OVERTURNED         | 1075                | 26         | 990                   | 59          | 713         | 17          | 658               | 38          | 362                   | 9           | 332               | 21         |                       |             |            |             |             |            |             |             |            |             |
|  | OTH. NON-COLLISION | 45                  | 0          | 42                    | 3           | 29          | 0           | 28                | 1           | 16                    | 0           | 14                | 2          |                       |             |            |             |             |            |             |             |            |             |
| <b>TOTALS</b>                            |                    | <b>3816</b>         | <b>122</b> | <b>3373</b>           | <b>321</b>  | <b>2960</b> | <b>77</b>   | <b>2613</b>       | <b>270</b>  | <b>856</b>            | <b>45</b>   | <b>760</b>        | <b>51</b>  |                       |             |            |             |             |            |             |             |            |             |
| B. LOCATION                              |                    |                     |            |                       |             |             |             |                   |             |                       |             |                   |            |                       |             |            |             |             |            |             |             |            |             |
| TYPE ROAD                                | INTERSTATE ROUTES  | 342                 | 10         | 303                   | 29          | 258         | 5           | 226               | 27          | 84                    | 5           | 77                | 2          |                       |             |            |             |             |            |             |             |            |             |
|  | US & STATE ROUTES  | 998                 | 36         | 877                   | 85          | 808         | 26          | 709               | 73          | 190                   | 10          | 168               | 12         |                       |             |            |             |             |            |             |             |            |             |
|  | FARM-MARKET ROADS  | 449                 | 31         | 390                   | 28          | 304         | 19          | 263               | 22          | 145                   | 12          | 127               | 6          |                       |             |            |             |             |            |             |             |            |             |
|  | COUNTY ROADS       | 324                 | 8          | 284                   | 32          | 201         | 5           | 174               | 22          | 123                   | 3           | 110               | 10         |                       |             |            |             |             |            |             |             |            |             |
|  | CITY STREETS       | 1687                | 37         | 1505                  | 145         | 1376        | 22          | 1230              | 124         | 311                   | 15          | 275               | 21         |                       |             |            |             |             |            |             |             |            |             |
|  | OTHER              | 15                  | 0          | 14                    | 2           | 13          | 0           | 11                | 2           | 2                     | 0           | 3                 | 0          |                       |             |            |             |             |            |             |             |            |             |
| <b>TOTALS</b>                            |                    | <b>3816</b>         | <b>122</b> | <b>3373</b>           | <b>321</b>  | <b>2960</b> | <b>77</b>   | <b>2613</b>       | <b>270</b>  | <b>856</b>            | <b>45</b>   | <b>760</b>        | <b>51</b>  |                       |             |            |             |             |            |             |             |            |             |
| POPULATION GROUP                         | UNDER 2,500        | 924                 | 43         | 808                   | 73          | 552         | 27          | 475               | 50          | 372                   | 16          | 333               | 23         |                       |             |            |             |             |            |             |             |            |             |
|  | 2,500 TO 5,000     | 97                  | 0          | 85                    | 12          | 82          | 0           | 70                | 12          | 15                    | 0           | 15                | 0          |                       |             |            |             |             |            |             |             |            |             |
|  | 5,000 TO 10,000    | 120                 | 2          | 105                   | 13          | 100         | 1           | 88                | 11          | 20                    | 1           | 17                | 2          |                       |             |            |             |             |            |             |             |            |             |
|  | 10,000 TO 25,000   | 394                 | 14         | 340                   | 40          | 330         | 10          | 287               | 33          | 64                    | 4           | 53                | 7          |                       |             |            |             |             |            |             |             |            |             |
|  | 25,000 TO 50,000   | 251                 | 8          | 220                   | 23          | 211         | 6           | 183               | 22          | 40                    | 2           | 37                | 1          |                       |             |            |             |             |            |             |             |            |             |
|  | 50,000 TO 100,000  | 378                 | 13         | 340                   | 25          | 316         | 7           | 285               | 24          | 62                    | 6           | 55                | 1          |                       |             |            |             |             |            |             |             |            |             |
|  | 100,000 TO 250,000 | 395                 | 8          | 360                   | 27          | 329         | 6           | 299               | 24          | 66                    | 2           | 61                | 3          |                       |             |            |             |             |            |             |             |            |             |
|  | OVER 250,000       | 1257                | 34         | 1115                  | 108         | 1040        | 20          | 926               | 94          | 217                   | 14          | 189               | 14         |                       |             |            |             |             |            |             |             |            |             |
| <b>TOTALS</b>                            |                    | <b>3816</b>         | <b>122</b> | <b>3373</b>           | <b>321</b>  | <b>2960</b> | <b>77</b>   | <b>2613</b>       | <b>270</b>  | <b>856</b>            | <b>45</b>   | <b>760</b>        | <b>51</b>  |                       |             |            |             |             |            |             |             |            |             |
| 2. COMPARATIVE TOT'S<br>A. TYPE OF ACC.  |                    |                     |            |                       |             |             |             |                   |             |                       |             |                   |            |                       |             |            |             |             |            |             |             |            |             |
|  |                    | TOTALS              |            |                       |             | CHNG        |             |                   |             | ON ROADWAY            |             |                   |            | INJURY SEVERITY       |             |            |             |             |            |             |             |            |             |
|  |                    | THIS YEAR TO DATE   |            | SAME PERIOD LAST YEAR |             | IN          |             | THIS YEAR TO DATE |             | SAME PERIOD LAST YEAR |             | THIS YEAR TO DATE |            | SAME PERIOD LAST YEAR |             | A.         |             | B.          |            | C.          |             |            |             |
|  |                    | ACC'S               | KILLED     | INJURED               | ACC'S       | KILLED      | INJURED     | FAI'S             | ACC'S       | KILLED                | INJURED     | ACC'S             | KILLED     | INJURED               | ACC'S       | KILLED     | INJURED     | ACC'S       | KILLED     | INJURED     | ACC'S       | KILLED     | INJURED     |
| MOTOR VEH WITH                           | PEDESTRIAN         | 15                  | 0          | 22                    | 21          | 2           | 35          | 100%              | 15          | 0                     | 22          | 20                | 2          | 33                    | 33          | 3          | 3           | 33          | 3          | 3           | 33          | 3          | 3           |
|  | MTR VEH IN TRAFFIC | 2080                | 59         | 2311                  | 2174        | 80          | 2399        | -26%              | 2060        | 59                    | 2288        | 2155              | 78         | 2381                  | 2381        | 78         | 78          | 2381        | 78         | 78          | 2381        | 78         | 78          |
|  | RAILROAD TRAIN     | 1                   | 1          | 0                     | 0           | 0           | 0           | INF%              | 1           | 1                     | 0           | 0                 | 0          | 0                     | 0           | 0          | 0           | 0           | 0          | 0           | 0           | 0          | 0           |
|  | PARKED MTR VEHICLE | 50                  | 0          | 42                    | 55          | 1           | 44          | +100%             | 31          | 0                     | 28          | 34                | 0          | 26                    | 26          | 0          | 26          | 26          | 0          | 26          | 26          | 0          | 26          |
|  | PEDALCYCLIST       | 13                  | 1          | 18                    | 14          | 1           | 20          | NC %              | 12          | 1                     | 17          | 14                | 1          | 20                    | 20          | 1          | 20          | 20          | 1          | 20          | 20          | 1          | 20          |
|  | ANIMAL             | 62                  | 2          | 66                    | 67          | 1           | 74          | +100%             | 62          | 2                     | 66          | 67                | 1          | 74                    | 74          | 1          | 74          | 74          | 1          | 74          | 74          | 1          | 74          |
|  | FIXED OBJECT       | 461                 | 38         | 458                   | 505         | 44          | 500         | -14%              | 29          | 0                     | 29          | 22                | 0          | 22                    | 22          | 0          | 22          | 22          | 0          | 22          | 22          | 0          | 22          |
|  | OTHER OBJECT       | 14                  | 0          | 17                    | 22          | 0           | 17          | NC %              | 8           | 0                     | 9           | 18                | 0          | 14                    | 14          | 0          | 14          | 14          | 0          | 14          | 14          | 0          | 14          |
|  | MTR VEH OTHER ROAD | 0                   | 0          | 0                     | 0           | 0           | 0           | NC %              | 0           | 0                     | 0           | 0                 | 0          | 0                     | 0           | 0          | 0           | 0           | 0          | 0           | 0           | 0          | 0           |
|  | OVERTURNED         | 1075                | 27         | 1120                  | 1084        | 31          | 1162        | -13%              | 713         | 17                    | 757         | 702               | 16         | 755                   | 755         | 16         | 755         | 755         | 16         | 755         | 755         | 16         | 755         |
| OTH. NON-COLLISION                       | 45                 | 0                   | 47         | 42                    | 3           | 45          | -100%       | 29                | 0           | 32                    | 32          | 2                 | 34         | 34                    | 2           | 34         | 34          | 2           | 34         | 34          | 2           | 34         |             |
| <b>TOTALS</b>                            |                    | <b>3816</b>         | <b>128</b> | <b>4101</b>           | <b>3984</b> | <b>163</b>  | <b>4296</b> | <b>-21%</b>       | <b>2960</b> | <b>80</b>             | <b>3248</b> | <b>3064</b>       | <b>100</b> | <b>3359</b>           | <b>3359</b> | <b>100</b> | <b>3359</b> | <b>3359</b> | <b>100</b> | <b>3359</b> | <b>3359</b> | <b>100</b> | <b>3359</b> |
| B. LOCATION                              |                    |                     |            |                       |             |             |             |                   |             |                       |             |                   |            |                       |             |            |             |             |            |             |             |            |             |
| TYPE ROAD                                | INTERSTATE ROUTES  | 342                 | 11         | 350                   | 401         | 20          | 428         | -45%              | 258         | 5                     | 264         | 289               | 13         | 313                   | 313         | 13         | 313         | 313         | 13         | 313         | 313         | 13         | 313         |
|  | US & STATE ROUTES  | 998                 | 38         | 1079                  | 1029        | 61          | 1105        | -38%              | 808         | 27                    | 897         | 840               | 45         | 914                   | 914         | 45         | 914         | 914         | 45         | 914         | 914         | 45         | 914         |
|  | FARM-MARKET ROADS  | 449                 | 32         | 493                   | 453         | 26          | 491         | +23%              | 304         | 20                    | 351         | 299               | 15         | 329                   | 329         | 15         | 329         | 329         | 15         | 329         | 329         | 15         | 329         |
|  | COUNTY ROADS       | 324                 | 9          | 362                   | 350         | 15          | 378         | -4%               | 201         | 6                     | 232         | 195               | 2          | 219                   | 219         | 2          | 219         | 219         | 2          | 219         | 219         | 2          | 219         |
|  | CITY STREETS       | 1687                | 38         | 1803                  | 1738        | 40          | 1877        | -5%               | 1376        | 22                    | 1453        | 1433              | 25         | 1572                  | 1572        | 25         | 1572        | 1572        | 25         | 1572        | 1572        | 25         | 1572        |
|  | OTHER              | 16                  | 0          | 14                    | 13          | 1           | 17          | -100%             | 13          | 0                     | 11          | 8                 | 0          | 12                    | 12          | 0          | 12          | 12          | 0          | 12          | 12          | 0          | 12          |
| <b>TOTALS</b>                            |                    | <b>3816</b>         | <b>128</b> | <b>4101</b>           | <b>3984</b> | <b>163</b>  | <b>4296</b> | <b>-21%</b>       | <b>2960</b> | <b>80</b>             | <b>3248</b> | <b>3064</b>       | <b>100</b> | <b>3359</b>           | <b>3359</b> | <b>100</b> | <b>3359</b> | <b>3359</b> | <b>100</b> | <b>3359</b> | <b>3359</b> | <b>100</b> | <b>3359</b> |
| POPULATION GROUP                         | UNDER 2,500        | 924                 | 47         | 1016                  | 1012        | 66          | 1106        | -29%              | 552         | 30                    | 638         | 589               | 34         | 665                   | 665         | 34         | 665         | 665         | 34         | 665         | 665         | 34         | 665         |
|  | 2,500 TO 5,000     | 97                  | 0          | 99                    | 80          | 1           | 87          | +100%             | 82          | 0                     | 83          | 58                | 0          | 63                    | 63          | 0          | 63          | 63          | 0          | 63          | 63          | 0          | 63          |
|  | 5,000 TO 10,000    | 120                 | 2          | 126                   | 126         | 4           | 138         | -50%              | 100         | 1                     | 108         | 103               | 4          | 111                   | 111         | 4          | 111         | 111         | 4          | 111         | 111         | 4          | 111         |
|  | 10,000 TO 25,000   | 394                 | 15         | 421                   | 374         | 13          | 403         | +15%              | 330         | 10                    | 358         | 316               | 8          | 349                   | 349         | 8          | 349         | 349         | 8          | 349         | 349         | 8          | 349         |
|  | 25,000 TO 50,000   | 251                 | 8          | 257                   | 257         | 5           | 267         | +60%              | 211         | 6                     | 216         | 225               | 4          | 236                   | 236         | 4          | 236         | 236         | 4          | 236         | 236         | 4          | 236         |
|  | 50,000 TO 100,000  | 378                 | 14         | 414                   | 432         | 18          | 447         | -22%              | 316         | 7                     | 354         | 369               | 11         | 389                   | 389         | 11         | 389         | 389         | 11         | 389         | 389         | 11         | 389         |
|  | 100,000 TO 250,000 | 395                 | 8          | 424                   | 416         | 12          | 441         | -33%              | 329         | 6                     | 354         | 336               | 8          | 364                   | 364         | 8          | 364         | 364         | 8          | 364         | 364         | 8          | 364         |
|  | OVER 250,000       | 1257                | 34         | 1344                  | 1287        | 44          | 1407        | -23%              | 1040        | 20                    | 1137        | 1068              | 31         | 1182                  | 1182        | 31         | 1182        | 1182        | 31         | 1182        | 1182        | 31         | 1182        |
| <b>TOTALS</b>                            |                    | <b>3816</b>         | <b>128</b> | <b>4101</b>           | <b>3984</b> | <b>163</b>  | <b>4296</b> | <b>-21%</b>       | <b>2960</b> | <b>80</b>             | <b>3248</b> | <b>3064</b>       | <b>100</b> | <b>3359</b>           | <b>3359</b> | <b>100</b> | <b>3359</b> | <b>3359</b> | <b>100</b> | <b>3359</b> | <b>3359</b> | <b>100</b> | <b>3359</b> |
| * INDICATES LESS THAN 0.5% CHANGE        |                    |                     |            |                       |             |             |             |                   |             |                       |             |                   |            |                       |             |            |             |             |            |             |             |            |             |
| 3. TIME                                  |                    |                     |            |                       |             |             |             |                   |             |                       |             |                   |            |                       |             |            |             |             |            |             |             |            |             |
| HOUR BEGINNING                           |                    | TOTAL               | ACC'S      | SUNDAY                |             | MONDAY      |             | TUESDAY           |             | WEDNESDAY             |             | THURSDAY          |            | FRIDAY                |             | SATURDAY   |             | PED         |            | PEDCYCL     |             |            |             |
|  |                    | ALL                 | FATAL      | ALL                   | FATAL       | ALL         | FATAL       | ALL               | FATAL       | ALL                   | FATAL       | ALL               | FATAL      | ALL                   | FATAL       | ALL        | FATAL       | ALL         | FATAL      | ALL         | FATAL       |            |             |
| BEFORE NOON                              | MIDNIGHT           | 123                 | 7          | 29                    | 0           | 9           | 1           | 11                | 0           | 16                    | 2           | 10                | 0          | 15                    | 2           | 33         | 2           | 0           | 0          | 0           | 0           |            |             |
|  | 1:00 A.M.          | 97                  | 5          | 30                    | 3           | 12          | 1           | 8                 | 0           | 5                     | 0           | 7                 | 0          | 11                    | 0           | 24         | 1           | 0           | 0          | 0           | 0           |            |             |
|  | 2:00 A.M.          | 119                 | 10         | 34                    | 1           | 12          | 2           | 10                | 1           | 6                     | 2           | 8                 | 0          | 18                    | 0           | 31         | 4           | 1           | 0          | 1           | 0           |            |             |
|  | 3:00 A.M.          | 42                  | 5          | 15                    | 2           | 3           | 0           | 6                 | 0           | 1                     | 0           | 0                 | 0          | 1                     | 0           | 16         | 3           | 0           | 0          | 0           | 0           |            |             |
|  | 4:00 A.M.          | 18                  | 0          | 7                     | 0           | 3           | 0           | 1                 | 0           | 1                     | 0           | 0                 | 0          | 0                     | 0           | 3          | 0           | 0           | 0          | 0           | 0           |            |             |
|  | 5:00 A.M.          | 26                  | 2          | 3                     | 0           | 3           | 0           | 3                 | 0           | 6                     | 0           | 3                 | 0          | 0                     | 0           | 5          | 1           | 0           | 0          | 0           | 0           |            |             |
|  | 6:00 A.M.          | 74                  | 4          | 1                     | 13          | 0           | 16          | 11                | 10          | 0                     | 15          | 0                 | 14         | 0                     | 2           | 0          | 0           | 0           | 0          | 0           | 0           |            |             |
|  | 7:00 A.M.          | 117                 | 2          | 5                     | 0           | 17          | 0           | 19                | 0           | 29                    | 0           | 24                | 1          | 20                    | 0           | 3          | 1           | 0           | 0          | 0           | 0           |            |             |
|  | 8:00 A.M.          | 70                  | 0          | 2                     | 0           | 9           | 0           | 8                 | 0           | 13                    | 0           | 11                | 0          | 16                    | 0           | 11         | 0           | 0           | 0          | 1           | 0           |            |             |
|  | 9:00 A.M.          | 77                  | 2          | 10                    | 0           | 17          | 1           | 6                 | 0           | 14                    | 1           | 9                 | 0          | 11                    | 0           | 10         | 0           | 1           | 0          | 0           | 0           |            |             |
|  | 10:00 A.M.         | 119                 | 0          | 18                    | 0           | 15          | 0           | 14                | 0           | 12                    | 0           | 17                | 0          | 22                    | 0           | 21         | 0           | 0           | 0          | 0           | 0           |            |             |
|  | 11:00 A.M.         | 143                 | 4          | 26                    | 0           | 11          | 0           | 16                | 1           | 27                    | 1           | 11                | 1          | 26                    | 1           | 26         | 0           | 0           | 0          | 2           | 0           |            |             |
| AFTER NOON                               | NOON               | 202                 | 6          | 39                    | 3           | 19          | 1           | 26                | 0           | 21                    | 0           | 23                | 1          | 36                    | 1           | 38         | 0           | 1           | 0          | 0           | 0           |            |             |
|  | 1:00 P.M.          | 198                 | 4          | 30                    | 1           | 28          | 0           | 21                | 0           | 29                    | 2           | 28                | 0          | 36                    | 0           | 26         | 1           | 0           | 0          | 1           | 0           |            |             |
|  | 2:0                |                     |            |                       |             |             |             |                   |             |                       |             |                   |            |                       |             |            |             |             |            |             |             |            |             |