

NORTH CAROLINA

ANNUAL

MOTOR VEHICLE ACCIDENT SUMMARY

STATEWIDE

RURAL

URBAN



1960

REPORT OF:

- Where
- When
- Who
- What
- and
- Why

Motor Vehicle Accidents
are
Occurring
in

NORTH CAROLINA —

ACCUMULATIVE TOTAL - (BY DAY OF WEEK)

| | SUN | MON | TUE | WED | THUR | FRI | SAT |
|------------------|-----|-----|-----|-----|------|-----|-------|
| Rural | 225 | 118 | 75 | 107 | 80 | 172 | 256 |
| Urban | 29 | 18 | 23 | 23 | 21 | 27 | 46 |
| Total Fatalities | | | | | | | 1,220 |

STATEWIDE ACCIDENTS

| COUNTIES | TOTAL ALL ACCIDENTS | Fatal | Non-Fatal | PROP. DAM. | PERSONS | | COUNTIES | TOTAL ALL ACCIDENTS | Fatal | Non-Fatal | PROP. DAM. | PERSONS | |
|------------|---------------------|-------|-----------|------------|---------|--------|--------------|---------------------|-------|-----------|------------|---------|--------|
| | | | | | Injured | Killed | | | | | | Injured | Killed |
| Alamance | 1131 | 14 | 345 | 772 | 529 | 17 | Jones | 92 | 4 | 18 | 70 | 24 | 5 |
| Alexander | 168 | 4 | 44 | 120 | 64 | 4 | Lee | 485 | 8 | 123 | 354 | 199 | 9 |
| Alleghany | 37 | 1 | 13 | 23 | 25 | 1 | Lenoir | 689 | 13 | 171 | 505 | 258 | 14 |
| Anson | 193 | 6 | 48 | 139 | 79 | 9 | Lincoln | 293 | 10 | 57 | 226 | 109 | 13 |
| Ashe | 244 | 4 | 50 | 190 | 72 | 4 | Macon | 130 | | 31 | 99 | 46 | |
| Avery | 149 | | 36 | 113 | 50 | | Madison | 206 | 3 | 47 | 156 | 79 | 4 |
| Beaufort | 462 | 11 | 127 | 324 | 213 | 14 | Martin | 237 | 2 | 53 | 182 | 83 | 2 |
| Bertie | 222 | 3 | 49 | 170 | 74 | 3 | McDowell | 388 | 14 | 93 | 281 | 157 | 17 |
| Bladen | 316 | 10 | 87 | 219 | 149 | 11 | Mecklenburg | 5006 | 58 | 1732 | 3216 | 2482 | 64 |
| Brunswick | 267 | 8 | 93 | 166 | 145 | 10 | Mitchell | 49 | | 14 | 35 | 21 | |
| Buncombe | 2175 | 22 | 625 | 1528 | 953 | 24 | Montgomery | 204 | 8 | 49 | 147 | 79 | 9 |
| Burke | 671 | 11 | 144 | 516 | 223 | 12 | Moore | 340 | 14 | 110 | 216 | 192 | 17 |
| Cabarrus | 1141 | 21 | 290 | 830 | 462 | 22 | Nash | 786 | 25 | 225 | 536 | 369 | 27 |
| Caldwell | 775 | 11 | 211 | 553 | 322 | 13 | New Hanover | 1156 | 7 | 362 | 787 | 553 | 9 |
| Camden | 59 | | 11 | 48 | 19 | | Northampton | 272 | 10 | 50 | 212 | 88 | 10 |
| Carteret | 341 | 10 | 89 | 242 | 153 | 10 | Onslow | 787 | 9 | 142 | 636 | 205 | 10 |
| Caswell | 224 | 6 | 50 | 168 | 76 | 6 | Orange | 477 | 5 | 104 | 368 | 172 | 6 |
| Catawba | 1183 | 18 | 324 | 841 | 523 | 21 | Pamlico | 50 | 1 | 10 | 39 | 21 | 1 |
| Chatham | 325 | 12 | 72 | 241 | 140 | 17 | Pasquotank | 317 | 5 | 91 | 221 | 115 | 5 |
| Cherokee | 123 | 5 | 37 | 81 | 58 | 7 | Pender | 181 | 8 | 60 | 113 | 112 | 13 |
| Chowan | 96 | 5 | 17 | 74 | 19 | 5 | Perquimans | 79 | 2 | 15 | 62 | 30 | 3 |
| Clay | 21 | 2 | 8 | 11 | 17 | 2 | Person | 334 | 7 | 84 | 243 | 131 | 7 |
| Cleveland | 872 | 13 | 224 | 635 | 350 | 14 | Pitt | 716 | 12 | 197 | 507 | 287 | 12 |
| Columbus | 536 | 18 | 203 | 315 | 351 | 19 | Polk | 113 | 3 | 26 | 84 | 46 | 3 |
| Craven | 650 | 18 | 197 | 435 | 297 | 19 | Randolph | 879 | 21 | 187 | 671 | 306 | 21 |
| Cumberland | 1579 | 35 | 630 | 914 | 999 | 39 | Richmond | 370 | 13 | 111 | 246 | 181 | 15 |
| Currituck | 75 | 6 | 12 | 57 | 27 | 7 | Robeson | 1183 | 45 | 484 | 654 | 856 | 51 |
| Dare | 86 | 5 | 20 | 61 | 36 | 5 | Rockingham | 859 | 20 | 236 | 603 | 413 | 24 |
| Davidson | 1182 | 19 | 311 | 852 | 509 | 19 | Rowan | 904 | 18 | 193 | 693 | 317 | 21 |
| Davie | 145 | 4 | 19 | 122 | 34 | 5 | Rutherford | 496 | 12 | 137 | 347 | 238 | 14 |
| Duplin | 531 | 15 | 174 | 342 | 295 | 17 | Sampson | 488 | 14 | 130 | 344 | 224 | 17 |
| Durham | 1673 | 18 | 569 | 1086 | 822 | 19 | Scotland | 301 | 8 | 105 | 188 | 157 | 8 |
| Edgecombe | 495 | 13 | 148 | 334 | 237 | 17 | Stanly | 485 | 8 | 158 | 319 | 222 | 8 |
| Forsyth | 3151 | 25 | 1008 | 2118 | 1512 | 29 | Stokes | 233 | 4 | 63 | 166 | 107 | 4 |
| Franklin | 239 | 11 | 81 | 147 | 133 | 13 | Surry | 640 | 12 | 126 | 502 | 200 | 14 |
| Gaston | 1786 | 12 | 535 | 1239 | 849 | 18 | Swain | 79 | 1 | 27 | 51 | 36 | 1 |
| Gates | 56 | 3 | 2 | 51 | 10 | 5 | Transylvania | 98 | 2 | 26 | 70 | 41 | 3 |
| Graham | 38 | | 8 | 30 | 8 | | Tyrrell | 23 | 2 | 5 | 16 | 10 | 4 |
| Granville | 290 | 12 | 69 | 209 | 121 | 14 | Union | 490 | 18 | 124 | 348 | 202 | 22 |
| Greene | 111 | 8 | 19 | 84 | 34 | 9 | Vance | 379 | 6 | 132 | 241 | 224 | 8 |
| Guilford | 4155 | 31 | 1185 | 2939 | 1750 | 39 | Wake | 3036 | 44 | 844 | 2148 | 1304 | 53 |
| Halifax | 486 | 16 | 115 | 355 | 190 | 17 | Warren | 176 | 2 | 62 | 112 | 114 | 2 |
| Hamertt | 716 | 20 | 229 | 467 | 401 | 20 | Washington | 71 | 2 | 13 | 56 | 22 | 2 |
| Haywood | 379 | 3 | 82 | 294 | 135 | 3 | Watauga | 155 | 2 | 39 | 114 | 58 | 3 |
| Henderson | 560 | 8 | 131 | 421 | 203 | 8 | Wayne | 876 | 17 | 275 | 584 | 430 | 18 |
| Hertford | 287 | 5 | 70 | 212 | 101 | 5 | Wilkes | 604 | 10 | 155 | 439 | 252 | 10 |
| Hoke | 154 | 3 | 44 | 107 | 74 | 3 | Wilson | 780 | 15 | 256 | 509 | 392 | 15 |
| Hyde | 32 | 1 | 7 | 24 | 21 | 1 | Yadkin | 202 | 9 | 50 | 143 | 91 | 9 |
| Iredell | 881 | 14 | 199 | 668 | 326 | 19 | Yancey | 107 | 1 | 19 | 87 | 28 | 1 |
| Jackson | 179 | 1 | 45 | 133 | 79 | 2 | | | | | | | |
| Johnston | 786 | 14 | 243 | 529 | 401 | 15 | TOTAL | 59734 | 1069 | 17170 | 41495 | 26953 | 1220 |

STATEWIDE TRAFFIC ACCIDENTS

In North Carolina during 1960, 1,220 persons died as a result of motor vehicle accidents. The death toll for 1960 is the second highest in thirty years, the highest death toll was during 1941 when 1,289 persons were killed. An increase of two per cent was noted in fatalities during 1960 compared with that of 1959.

There were 59,734 reported motor vehicle accidents during 1960, an increase of four per cent when compared to the 57,234 accidents reported during 1959. Of the 59,734 accidents reported; 1,069 or two per cent were fatal, 17,170 or twenty-nine per cent were non-fatal (injury), and 41,495 or sixty-nine per cent were property damage.

Personal injuries resulting from motor vehicle traffic accidents during 1960 totaled 26,953. This is an increase of nine per cent when compared to the 24,802 injuries reported for 1959. Of the 26,953 injuries reported 8,252 or thirty-one per cent were severely injured, 17,916 or sixty-six per cent were slightly injured and 785 or three per cent had only complaint of pain.

There were 259 pedestrians killed in 1960. Comparing with total traffic fatalities this would come to twenty-one per cent. Reported pedestrian injuries were 1,996 or seven per cent of the total traffic injuries. More pedestrians were killed crossing streets and highways not at intersections than any other group with a total of 120 or forty-seven per cent. Pedestrians between the ages of 0 to 9 years accounted for thirty-two per cent of the total pedestrian fatalities while people of 65 years of age and older accounted for twenty per cent.

There were 99,397 drivers involved in accidents during 1960 with 1,413 of these being involved in fatal accidents. Of the total drivers, 50,954 or fifty-one per cent were in violation of the law at the time of the accident. Some of the most frequent violations were: Speeding, 9,672 with 4,779 exceeding stated speed limit and 4,893 exceeding safe speed but not stated limit; Failed to grant right of way, 9,202; Following too closely, 6,697; On wrong side of road not in passing, 6,430; Reckless driving, 3,615 and under the influence of alcohol, 3,264.

There were 103,860 motor vehicles involved in accidents, including parked vehicles. A total of 2,121 motor vehicles involved in accidents had defective brakes, 27 of these were involved in fatal accidents. Vehicles with defective tires accounted for 1,068 and 459 vehicles had defective lights. There were 311 vehicles with defective steering mechanism involved in accidents. Motor vehicles with various other defects accounted for 695.

Of the total vehicles involved in accidents, 4,654 or four per cent had some defects and 64,632 had no defects. The condition of 34,574 vehicles were not stated.

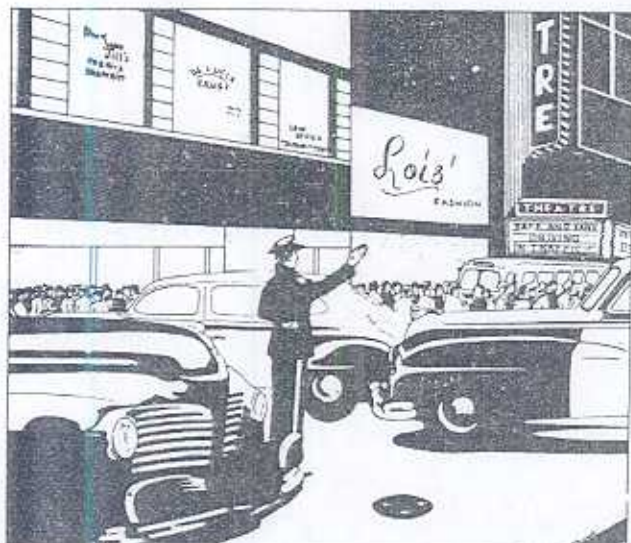
The ratio of vehicle registration to vehicles involved in accidents is 18 to 1.

The most dangerous hour of travel for 1960 was between 5 and 6 p.m. having had 4,861 accidents reported, while more fatal accidents occurred between 6 and 7 p.m. with 83 reported.

Thirty-seven per cent of the total accidents reported occurred at intersections and eighteen per cent of the fatal accidents.

URBAN ACCIDENTS

| COUNTIES | TOTAL ALL ACCIDENTS | Fatal | Non-Fatal | PROP. DAM. | PERSONS | | COUNTIES | TOTAL ALL ACCIDENTS | Fatal | Non-Fatal | PROP. DAM. | PERSONS | |
|------------|---------------------|-------|-----------|------------|---------|--------|--------------|---------------------|-------|-----------|------------|---------|--------|
| | | | | | Injured | Killed | | | | | | Injured | Killed |
| Alamance | 555 | 3 | 169 | 383 | 242 | 3 | Jones | 1 | | | 1 | | |
| Alexander | | | | | | | Lee | 254 | | 64 | 190 | 93 | |
| Alleghany | | | | | | | Lenoir | 326 | 2 | 104 | 220 | 140 | 2 |
| Anson | 22 | 2 | 3 | 17 | 4 | 2 | Lincoln | 1 | | | 1 | | |
| Ashe | | | | | | | Macon | | | | | | |
| Avery | | | | | | | Madison | 1 | | | 1 | | |
| Beaufort | 187 | | 58 | 129 | 76 | | Martin | 47 | | 15 | 32 | 22 | |
| Bertie | 1 | | | 1 | | | McDowell | 75 | 2 | 20 | 53 | 28 | 2 |
| Bladen | 7 | | 3 | 4 | 4 | | Mecklenburg | 4181 | 36 | 1486 | 2659 | 2125 | 39 |
| Brunswick | | | | | | | Mitchell | | | | | | |
| Buncombe | 1342 | 7 | 410 | 925 | 601 | 7 | Montgomery | | | | | | |
| Burke | 153 | | 38 | 115 | 58 | | Moore | 2 | 1 | 1 | | 5 | 1 |
| Cabarrus | 549 | | 157 | 392 | 228 | | Nash | 260 | 3 | 102 | 155 | 140 | 3 |
| Caldwell | 229 | 1 | 64 | 164 | 100 | 1 | New Hanover | 837 | 1 | 260 | 576 | 391 | 1 |
| Camden | | | | | | | Northampton | 2 | | | 2 | | |
| Carteret | 131 | 1 | 36 | 94 | 65 | 1 | Onslow | 164 | 1 | 45 | 118 | 66 | 1 |
| Caswell | | | | | | | Orange | 148 | | 32 | 116 | 50 | |
| Catawba | 509 | 3 | 127 | 379 | 196 | 3 | Pamlico | | | | | | |
| Chatham | 12 | 1 | 6 | 5 | 12 | 1 | Pasquotank | 193 | | 70 | 123 | 88 | |
| Cherokee | | | | | | | Pender | 1 | | 1 | | 1 | |
| Chowan | 33 | 2 | 6 | 25 | 6 | 2 | Perquimans | | | | | | |
| Clay | | | | | | | Person | 102 | | 23 | 79 | 41 | |
| Cleveland | 320 | | 99 | 221 | 148 | | Pitt | 347 | 1 | 111 | 235 | 164 | 1 |
| Columbus | 99 | 2 | 30 | 67 | 58 | 2 | Polk | | | | | | |
| Craven | 229 | 1 | 89 | 139 | 110 | 1 | Randolph | 163 | 1 | 49 | 113 | 71 | 1 |
| Cumberland | 760 | 10 | 353 | 397 | 508 | 11 | Richmond | 67 | 2 | 23 | 42 | 34 | 2 |
| Currituck | | | | | | | Robeson | 336 | 6 | 124 | 206 | 185 | 7 |
| Dare | | | | | | | Rockingham | 260 | 8 | 88 | 164 | 142 | 11 |
| Davidson | 502 | 4 | 141 | 357 | 244 | 4 | Rowan | 326 | | 94 | 232 | 154 | |
| Davie | | | | | | | Rutherford | 134 | 2 | 38 | 94 | 63 | 2 |
| Duplin | 1 | | | 1 | | | Sampson | 85 | | 28 | 57 | 44 | |
| Durham | 1219 | 9 | 436 | 774 | 613 | 9 | Scotland | | | | | | |
| Edgecombe | 261 | 1 | 81 | 179 | 122 | 1 | Stanly | 164 | | 64 | 100 | 89 | |
| Forsyth | 2212 | 7 | 771 | 1434 | 1135 | 8 | Stokes | | | | | | |
| Franklin | 38 | | 14 | 24 | 21 | | Surry | 205 | | 42 | 163 | 60 | |
| Gaston | 944 | 2 | 336 | 606 | 534 | 2 | Swain | 1 | | | 1 | | |
| Gates | 1 | | | 1 | | | Transylvania | 3 | | | 3 | | |
| Graham | | | | | | | Tyrrell | | | | | | |
| Granville | 51 | 1 | 13 | 37 | 18 | 1 | Union | 143 | 2 | 46 | 95 | 59 | 2 |
| Greene | | | | | | | Vance | 202 | 2 | 60 | 140 | 85 | 2 |
| Guilford | 3306 | 16 | 959 | 2331 | 1382 | 21 | Wake | 1899 | 11 | 496 | 1392 | 729 | 12 |
| Halifax | 38 | 1 | 9 | 28 | 14 | 1 | Warren | | | | | | |
| Hamett | 168 | 2 | 48 | 118 | 81 | 2 | Washington | 9 | 1 | | 8 | | 1 |
| Haywood | 59 | | 7 | 52 | 10 | | Waruga | 1 | | | 1 | | |
| Henderson | 205 | 2 | 58 | 145 | 80 | 2 | Wayne | 430 | 8 | 126 | 296 | 187 | 8 |
| Hertford | 72 | 1 | 12 | 59 | 17 | 1 | Wilkes | 94 | 2 | 24 | 68 | 44 | 2 |
| Hoke | | | | | | | Wilson | 313 | 1 | 113 | 199 | 168 | 1 |
| Hyde | | | | | | | Yadkin | 1 | | | 1 | | |
| Iredell | 370 | | 88 | 282 | 139 | | Yancey | | | | | | |
| Jackson | | | | | | | | | | | | | |
| Johnston | 137 | | 36 | 101 | 59 | | TOTAL | 26500 | 172 | 8406 | 17922 | 12351 | 187 |



URBAN ACCIDENTS

The death toll in urban areas for 1960 is 187. This means an increase of twenty-nine per cent when compared to the death toll of 1959 which was 145.

There were 26,500 reported motor vehicle accidents in urban areas during 1960, an increase of eight per cent when compared to the 24,474 urban accidents reported for 1959. Of the 26,500 urban accidents, 172 or one per cent were fatal, 8,406 or thirty-two per cent were non-fatal (injury), 17,922 or sixty-eight per cent were property damage.

Personal injuries received from motor vehicle accidents in urban areas for 1960 totaled 12,353, an increase of sixteen per cent when compared to 10,618 injuries reported in urban areas for 1959. Of the 12,353 injuries reported, 2,689 or twenty-two per cent were severely injured, 8,965 or seventy-two per cent were slightly injured and 699 or six per cent had only complaint of pain.

Pedestrian fatalities accounted for forty per cent of the total urban fatalities for 1960. There were 74 pedestrians killed in urban accidents. More pedestrians were killed crossing streets not at an intersection than any other group with 38 of them or fifty-two per cent. Of the 19 pedestrians killed at intersections, 9 were killed at intersections with no signal, 5 crossed street against signal, 4 crossed street with signal and 1 crossed street diagonally.

There were 46,486 drivers involved in urban accidents during 1960 with 233 of them being involved in fatal accidents. Of the total drivers, 21,916 or forty-seven per cent were in violation of the law at the time of the accident. Some of the most frequent violations were: Failed to yield right of way, 5,211; Following too closely, 3,515; Speeding, 1,975; Reckless driving, 1,814; Improper turn, 1,730; Under the influence of alcohol, 1,448.

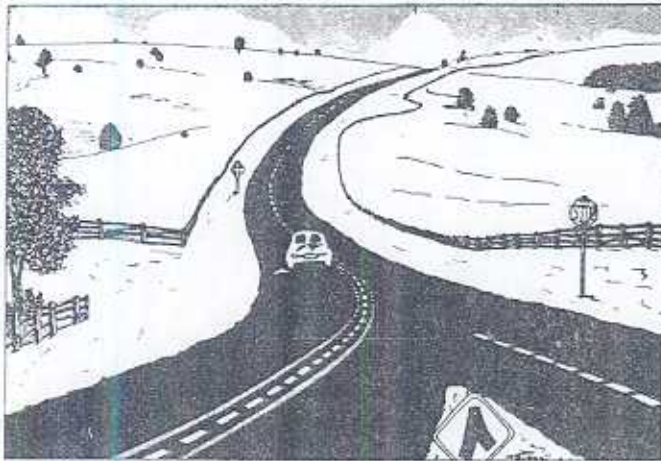
There were 50,106 motor vehicles, including parked cars, involved in urban accidents during 1960. Of the total vehicles involved, 1,455 or three per cent had defects, 27,479 or fifty-five per cent had no defects and 21,182 or forty-two per cent with conditions not stated.

A total of 955 vehicles involved in urban accidents had defective brakes, 6 of these were involved in fatal accidents. Vehicles with defective tires accounted for 84 and 80 vehicles had defective steering mechanism. There were 326 motor vehicles having various other defects.

Fifty per cent of the urban fatal accidents occurred at nighttime while only thirty-four per cent of the total accidents occurred at nighttime.

RURAL ACCIDENTS

| COUNTIES | TOTAL ALL ACCIDENTS | Fatal | Non-Fatal | PROP. DAM. | PERSONS | | COUNTIES | TOTAL ALL ACCIDENTS | Fatal | Non-Fatal | PROP. DAM. | PERSONS | |
|------------|---------------------|-------|-----------|------------|---------|--------|--------------|---------------------|-------|-----------|------------|---------|--------|
| | | | | | Injured | Killed | | | | | | Injured | Killed |
| Alamance | 576 | 11 | 176 | 389 | 287 | 14 | Jones | 91 | 4 | 18 | 69 | 24 | 5 |
| Alexander | 168 | 4 | 44 | 120 | 64 | 4 | Lee | 231 | 8 | 59 | 164 | 106 | 9 |
| Alleghany | 37 | 1 | 13 | 23 | 25 | 1 | Lenoir | 363 | 11 | 67 | 285 | 118 | 12 |
| Anson | 171 | 4 | 45 | 122 | 75 | 7 | Lincoln | 292 | 10 | 57 | 225 | 109 | 13 |
| Ashe | 244 | 4 | 50 | 190 | 72 | 4 | Macon | 130 | | 31 | 99 | 46 | |
| Avery | 149 | | 36 | 113 | 50 | | Madison | 205 | 3 | 47 | 155 | 79 | 4 |
| Beaufort | 275 | 11 | 69 | 195 | 137 | 14 | Martin | 190 | 2 | 38 | 150 | 61 | 2 |
| Bertie | 221 | 3 | 49 | 169 | 74 | 3 | McDowell | 313 | 12 | 73 | 228 | 129 | 15 |
| Bladen | 309 | 10 | 84 | 215 | 145 | 11 | Mecklenburg | 825 | 22 | 246 | 557 | 357 | 25 |
| Brunswick | 267 | 8 | 93 | 166 | 145 | 10 | Mitchell | 49 | | 14 | 35 | 21 | |
| Buncombe | 833 | 15 | 215 | 603 | 352 | 17 | Montgomery | 204 | 8 | 49 | 147 | 79 | 9 |
| Burke | 518 | 11 | 106 | 401 | 165 | 12 | Moore | 338 | 13 | 109 | 216 | 187 | 16 |
| Cabarrus | 592 | 21 | 133 | 438 | 234 | 22 | Nash | 526 | 22 | 123 | 381 | 229 | 24 |
| Caldwell | 546 | 10 | 147 | 389 | 222 | 12 | New Hanover | 319 | 6 | 102 | 211 | 162 | 8 |
| Camden | 59 | | 11 | 48 | 19 | | Northampton | 270 | 10 | 50 | 210 | 88 | 10 |
| Carteret | 210 | 9 | 53 | 148 | 88 | 9 | Onslow | 623 | 8 | 97 | 518 | 139 | 9 |
| Caswell | 224 | 6 | 50 | 168 | 76 | 6 | Orange | 329 | 5 | 72 | 252 | 122 | 6 |
| Catawba | 674 | 15 | 197 | 462 | 327 | 18 | Pamlico | 50 | 1 | 10 | 39 | 21 | 1 |
| Chatham | 313 | 11 | 66 | 236 | 128 | 16 | Pasquotank | 124 | 5 | 21 | 98 | 27 | 5 |
| Cherokee | 123 | 5 | 37 | 81 | 58 | 7 | Pender | 180 | 8 | 59 | 113 | 111 | 13 |
| Chowan | 63 | 3 | 11 | 49 | 13 | 3 | Perquimans | 79 | 2 | 15 | 62 | 30 | 3 |
| Clay | 21 | 2 | 8 | 11 | 17 | 2 | Person | 232 | 7 | 61 | 164 | 90 | 7 |
| Cleveland | 552 | 13 | 125 | 414 | 202 | 14 | Pitt | 369 | 11 | 86 | 272 | 123 | 11 |
| Columbus | 437 | 16 | 173 | 248 | 293 | 17 | Polk | 113 | 3 | 26 | 84 | 46 | 3 |
| Craven | 421 | 17 | 108 | 296 | 187 | 18 | Randolph | 716 | 20 | 138 | 558 | 235 | 20 |
| Cumberland | 819 | 25 | 277 | 517 | 491 | 28 | Richmond | 303 | 11 | 88 | 204 | 147 | 13 |
| Currituck | 75 | 6 | 12 | 57 | 27 | 7 | Robeson | 847 | 39 | 360 | 448 | 671 | 44 |
| Dare | 86 | 5 | 20 | 61 | 36 | 5 | Rockingham | 599 | 12 | 148 | 439 | 271 | 13 |
| Davidson | 680 | 15 | 170 | 495 | 265 | 15 | Rowan | 578 | 18 | 99 | 461 | 163 | 21 |
| Davie | 145 | 4 | 19 | 122 | 34 | 5 | Rutherford | 362 | 10 | 99 | 253 | 175 | 12 |
| Duplin | 530 | 15 | 174 | 341 | 295 | 17 | Sampson | 403 | 14 | 102 | 287 | 180 | 17 |
| Durham | 454 | 9 | 133 | 312 | 209 | 10 | Scotland | 301 | 8 | 105 | 188 | 157 | 8 |
| Edgecombe | 234 | 12 | 67 | 155 | 115 | 16 | Stanly | 321 | 8 | 94 | 219 | 133 | 8 |
| Forsyth | 939 | 18 | 237 | 684 | 377 | 21 | Stokes | 233 | 4 | 63 | 166 | 107 | 4 |
| Franklin | 201 | 11 | 67 | 123 | 112 | 13 | Surry | 435 | 12 | 84 | 339 | 140 | 14 |
| Gaston | 842 | 10 | 199 | 633 | 315 | 16 | Swain | 78 | 1 | 27 | 50 | 36 | 1 |
| Gates | 55 | 3 | 2 | 50 | 10 | 5 | Transylvania | 95 | 2 | 26 | 67 | 41 | 3 |
| Graham | 38 | | 8 | 30 | 8 | | Tyrrell | 23 | 2 | 5 | 16 | 10 | 4 |
| Granville | 239 | 11 | 56 | 172 | 103 | 13 | Union | 347 | 16 | 78 | 253 | 143 | 20 |
| Greene | 111 | 8 | 19 | 84 | 34 | 9 | Vance | 177 | 4 | 72 | 101 | 139 | 6 |
| Guilford | 849 | 15 | 226 | 608 | 368 | 18 | Wake | 1137 | 33 | 348 | 756 | 575 | 41 |
| Halifax | 448 | 15 | 106 | 327 | 176 | 16 | Warren | 176 | 2 | 62 | 112 | 114 | 2 |
| Hamett | 548 | 18 | 181 | 349 | 320 | 18 | Washington | 62 | 1 | 13 | 48 | 22 | 1 |
| Haywood | 320 | 3 | 75 | 242 | 125 | 3 | Watauga | 154 | 2 | 39 | 113 | 58 | 3 |
| Henderson | 355 | 6 | 73 | 276 | 123 | 6 | Wayne | 446 | 9 | 149 | 288 | 243 | 10 |
| Hertford | 215 | 4 | 58 | 153 | 84 | 4 | Wilkes | 510 | 8 | 131 | 371 | 208 | 8 |
| Hoke | 154 | 3 | 44 | 107 | 74 | 3 | Wilson | 467 | 14 | 143 | 310 | 224 | 14 |
| Hyde | 32 | 1 | 7 | 24 | 21 | 1 | Yadkin | 201 | 9 | 50 | 142 | 91 | 9 |
| Iredell | 511 | 14 | 111 | 386 | 187 | 19 | Yancey | 107 | 1 | 19 | 87 | 28 | 1 |
| Jackson | 179 | 1 | 45 | 133 | 79 | 2 | | | | | | | |
| Johnston | 649 | 14 | 207 | 428 | 342 | 15 | TOTAL | 33234 | 897 | 8764 | 23573 | 14600 | 1033 |



RURAL ACCIDENTS

The motor vehicle traffic fatalities reported in rural areas for 1960 is 1,033. This is a decrease of one per cent when compared to the 1,048 fatalities reported for 1959.

There were 33,234 traffic accidents reported in rural areas for 1960. This is an increase of one per cent when compared to the 32,760 accidents reported in rural areas during 1959. Of the 33,234 rural accidents, 897 were fatal, 8,764 were non-fatal (injury) and 23,573 property damage.

Personal injuries received in rural motor vehicle accidents totaled 14,600 for the year of 1960, an increase of three per cent when compared to the 1959 figure. Of the 14,600 injuries, 5,563 or thirty-eight per cent were severely injured, 8,951 or sixty-one per cent were slightly injured and 86 or one per cent had only complaint of pain.

During 1960, 12,530 accidents were reported on U. S. numbered highways with 403 persons killed and 5,476 injuries. There were 7,030 accidents reported on State numbered highways with 215 fatalities and 3,182 injuries. On county and local roads, there were 13,567 accidents reported with 411 fatalities and 5,895 injuries. Reported accidents occurring on Interstate numbered highways were 107 with 4 fatalities and 47 injuries.

There were 185 pedestrian fatalities which amounts to eighteen per cent of the total rural reported fatalities. There were 82 pedestrians killed crossing rural highways not at an intersection. Pedestrians walking along rural highways accounted for 39 deaths, 25 of these were walking with traffic and 14 against traffic. Sixty-six per cent of the pedestrians killed had violated the law or acted unsafely.

There were 52,911 drivers involved in reported rural accidents during 1960. Of these drivers, 29,058 or fifty-five per cent were in violation of the law at the time of the accident. Some of the most frequent violations were: Speeding, 7,697; On wrong side of road not in passing, 5,123; Failed to yield right of way, 3,991; Following too closely, 3,182; Failed to signal or gave improper signal, 1,851; Under influence of alcohol, 1,816.

There were 53,754 motor vehicles involved in rural accidents during 1960. This includes parked vehicles. Six per cent of the total vehicles had defects at the time of the accident.

Motor vehicles involved in accidents with defective brakes totaled 1,166 and 984 vehicles had defective tires. There were 1,059 vehicles involved in rural accidents having various other defects.

More rural accidents occurred between the hour of 4 to 5 p.m. than any other hour of the day, amounting to 2,553 accidents. Fifty-seven per cent of the fatal accidents occurred during nighttime.

FATAL ACCIDENTS AND PERSONS KILLED BY CITIES AND TOWNS

| <u>Cities and Towns</u> | <u>Fatal Accidents</u> | <u>Persons Killed</u> | <u>Cities and Towns</u> | <u>Fatal Accidents</u> | <u>Persons Killed</u> | <u>Cities and Towns</u> | <u>Fatal Accidents</u> | <u>Persons Killed</u> |
|-------------------------|------------------------|-----------------------|-------------------------|------------------------|-----------------------|-------------------------|------------------------|-----------------------|
| Anoskie..... | 1 | 1 | Henderson..... | 2 | 2 | Oxford..... | 1 | 1 |
| Asheville..... | 7 | 7 | Hendersonville..... | 2 | 2 | Plymouth..... | 1 | 1 |
| Asheboro..... | 1 | 1 | Hickory..... | 2 | 2 | Raleigh..... | 11 | 12 |
| Burlington..... | 2 | 2 | High Point..... | 7 | 12 | Reidsville..... | 4 | 7 |
| Charlotte..... | 36 | 39 | Jacksonville..... | 1 | 1 | Roanoke Rapids..... | 1 | 1 |
| Draper..... | 2 | 2 | Kinston..... | 2 | 2 | Rockingham..... | 2 | 2 |
| Dunn..... | 2 | 2 | Leaksville..... | 1 | 1 | Rocky Mount..... | 4 | 4 |
| Durham..... | 9 | 9 | Lenoir..... | 1 | 1 | Siler City..... | 1 | 1 |
| Edenton..... | 2 | 2 | Lexington..... | 2 | 2 | Southern Pines..... | 1 | 1 |
| Fayetteville..... | 10 | 11 | Lumberton..... | 6 | 7 | Spray..... | 1 | 1 |
| Forest City..... | 2 | 2 | Marion..... | 2 | 2 | Thomasville..... | 2 | 2 |
| Gastonia..... | 2 | 2 | Monroe..... | 2 | 2 | Wadesboro..... | 2 | 2 |
| Goldsboro..... | 8 | 8 | Morehead City..... | 1 | 1 | Whiteville..... | 2 | 2 |
| Graham..... | 1 | 1 | New Bern..... | 1 | 1 | Wilmington..... | 1 | 1 |
| Greensboro..... | 9 | 9 | Newton..... | 1 | 1 | Wilson..... | 1 | 1 |
| Greenville..... | 1 | 1 | North Wilkesboro..... | 2 | 2 | Winston-Salem..... | 7 | 8 |
| | | | | | | TOTAL | 172 | 187 |

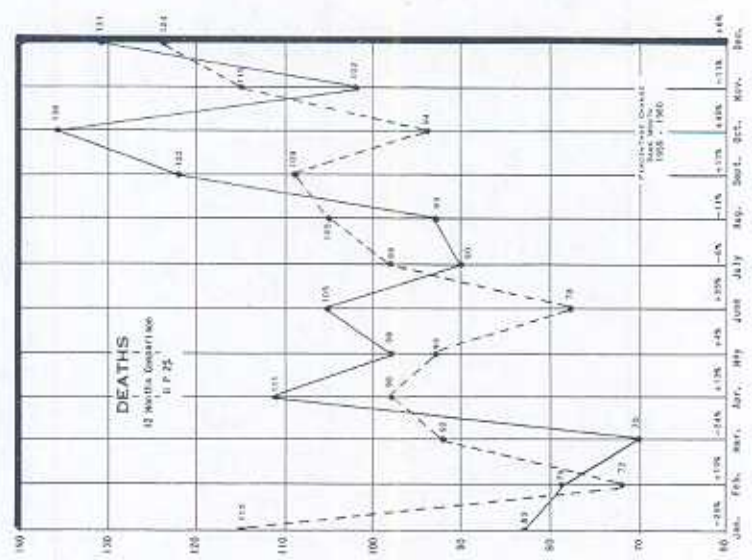
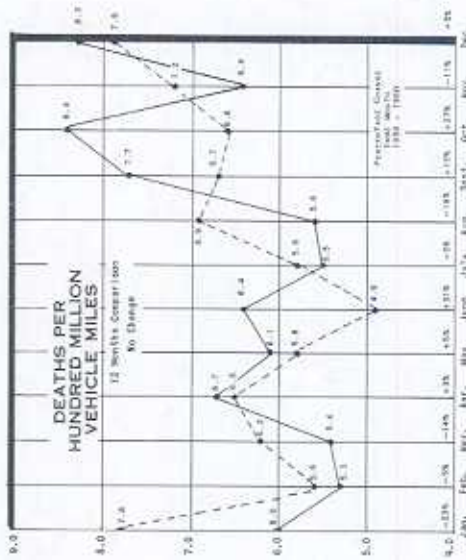
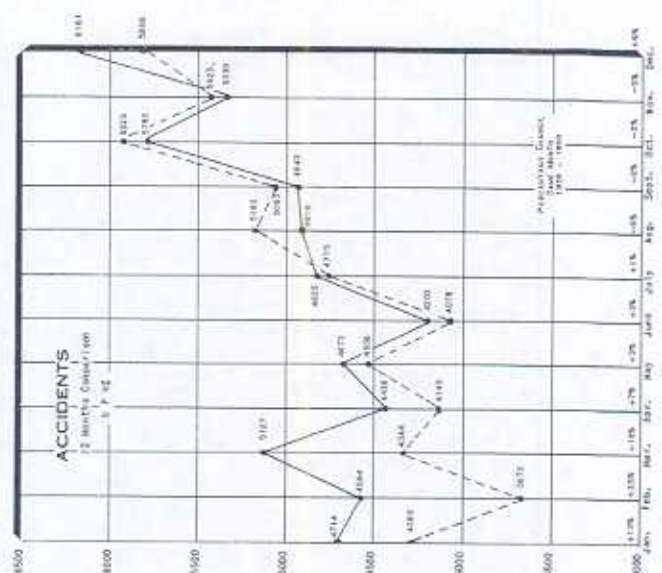
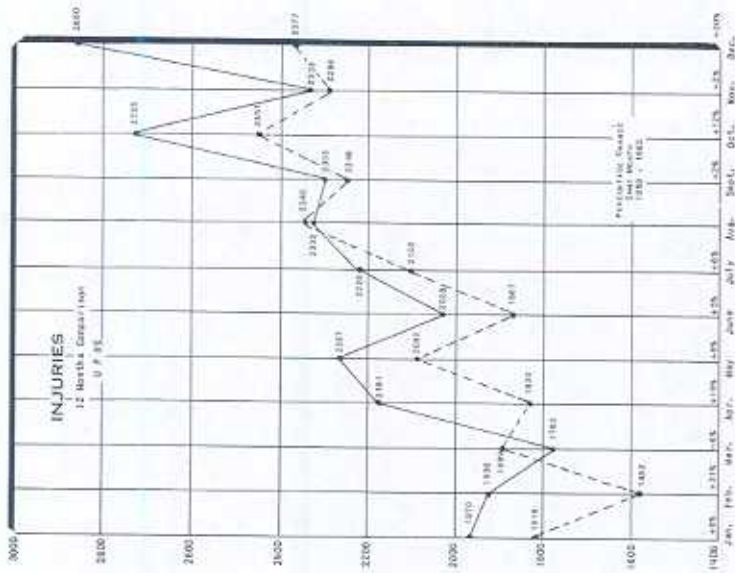
PEDESTRIAN FATALITIES BY MUNICIPALITIES

| <u>Cities and Towns</u> | <u>Pedestrians Killed</u> | <u>Cities and Towns</u> | <u>Pedestrians Killed</u> | <u>Cities and Towns</u> | <u>Pedestrians Killed</u> |
|-------------------------|---------------------------|-------------------------|---------------------------|-------------------------|---------------------------|
| Asheboro | 1 | Hickory | 2 | Plymouth | 1 |
| Asheville | 2 | High Point | 1 | Raleigh | 6 |
| Charlotte | 17 | Kinston | 1 | Rocky Mount | 2 |
| Draper | 1 | Leaksville | 1 | Siler City | 1 |
| Durham | 2 | Lexington | 1 | Southern Pines | 1 |
| Fayetteville | 7 | Lumberton | 4 | Thomasville | 1 |
| Gastonia | 1 | Marion | 1 | Wadesboro | 2 |
| Goldsboro | 5 | Monroe | 1 | Wilmington | 1 |
| Greensboro | 4 | Newton | 1 | Winston-Salem | 4 |
| Greenville | 1 | North Wilkesboro | 1 | TOTAL | 74 |

PEDESTRIAN FATALITIES BY COUNTIES

| <u>Counties</u> | <u>Pedestrians Killed</u> | <u>Counties</u> | <u>Pedestrians Killed</u> | <u>Counties</u> | <u>Pedestrians Killed</u> | <u>Counties</u> | <u>Pedestrians Killed</u> |
|------------------|---------------------------|-----------------|---------------------------|-------------------|---------------------------|------------------|---------------------------|
| Alexander | 1 | Currituck | 1 | Lee | 1 | Hobeson | 12 |
| Ashe | 3 | Dare | 2 | Lenoir | 1 | Rockingham | 3 |
| Beaufort | 2 | Davidson | 4 | Madison | 2 | Rowan | 2 |
| Bladen | 3 | Duplin | 2 | Martin | 1 | Rutherford | 3 |
| Brunswick | 4 | Durham | 3 | McDowell | 2 | Sampson | 3 |
| Buncombe | 9 | Edgecombe | 2 | Mecklenburg | 2 | Scotland | 1 |
| Cabarrus | 2 | Forsyth | 4 | Montgomery | 3 | Stanly | 1 |
| Caldwell | 2 | Franklin | 4 | Moore | 4 | Surry | 1 |
| Carteret | 3 | Gaston | 1 | Nash | 5 | Tyrrell | 1 |
| Caswell | 1 | Greene | 3 | Northampton | 6 | Union | 5 |
| Catawba | 1 | Guilford | 3 | Onslow | 3 | Wake | 3 |
| Chatham | 1 | Hailfax | 3 | Pasquotank | 1 | Wilkes | 1 |
| Cherokee | 2 | Harnett | 1 | Pender | 1 | Wilson | 5 |
| Chowan | 2 | Hertford..... | 1 | Person | 2 | Yadkin | 1 |
| Cleveland | 4 | Hoke | 1 | Pitt | 2 | Yancey | 1 |
| Columbus | 7 | Iredell | 1 | Polk | 2 | TOTAL | 185 |
| Craven | 4 | Johnston | 4 | Randolph | 5 | | |
| Cumberland | 6 | Jones | 1 | Richmond | 1 | | |

Traffic Trends January thru December 1959-1960



TOTAL ACCIDENTS

| Month | Urban | Rural | Total | Month | Urban | Rural | Total |
|----------|-------|-------|-------|-----------|-------|-------|-------|
| January | 2122 | 2592 | 4714 | July | 1948 | 2877 | 4825 |
| February | 2307 | 2277 | 4584 | August | 2107 | 2812 | 4919 |
| March | 2493 | 2534 | 5127 | September | 2033 | 2910 | 4943 |
| April | 2009 | 2427 | 4436 | October | 2507 | 3285 | 5792 |
| May | 2075 | 2598 | 4673 | November | 2200 | 3138 | 5338 |
| June | 1882 | 2320 | 4202 | December | 2817 | 3364 | 6181 |
| | | | TOTAL | | 26500 | 33234 | 59734 |

REPORTED MOTOR VEHICLE TRAFFIC ACCIDENTS

| Month | 1958 | 1959 | 1960 | Month | 1958 | 1959 | 1960 |
|----------|------|------|-------|-----------|-------|-------|-------|
| January | 4031 | 4285 | 4714 | July | 4014 | 4775 | 4825 |
| February | 3795 | 3672 | 4584 | August | 4629 | 5182 | 4919 |
| March | 3550 | 4344 | 5127 | September | 4137 | 5063 | 4943 |
| April | 3572 | 4145 | 4436 | October | 5056 | 5925 | 5792 |
| May | 3936 | 4536 | 4673 | November | 4741 | 5423 | 5338 |
| June | 3854 | 4078 | 4202 | December | 5424 | 5806 | 6181 |
| | | | TOTAL | | 50739 | 57234 | 59734 |

PERSONS KILLED

| Month | Urban | Rural | Total | Month | Urban | Rural | Total |
|----------|-------|-------|-------|-----------|-------|-------|-------|
| January | 15 | 68 | 83 | July | 8 | 82 | 90 |
| February | 18 | 61 | 79 | August | 12 | 81 | 93 |
| March | 10 | 60 | 70 | September | 17 | 105 | 122 |
| April | 16 | 95 | 111 | October | 24 | 112 | 136 |
| May | 20 | 78 | 98 | November | 12 | 90 | 102 |
| June | 17 | 88 | 105 | December | 18 | 113 | 131 |
| | | | TOTAL | | 187 | 1033 | 1220 |

REPORTED MOTOR VEHICLE TRAFFIC FATALITIES

| Month | 1958 | 1959 | 1960 | Month | 1958 | 1959 | 1960 |
|----------|------|------|-------|-----------|------|------|------|
| January | 55 | 115 | 83 | July | 90 | 98 | 90 |
| February | 74 | 72 | 79 | August | 107 | 105 | 93 |
| March | 71 | 92 | 70 | September | 106 | 109 | 122 |
| April | 75 | 98 | 111 | October | 110 | 94 | 136 |
| May | 91 | 93 | 98 | November | 119 | 115 | 102 |
| June | 72 | 78 | 105 | December | 113 | 124 | 131 |
| | | | TOTAL | | 1083 | 1193 | 1220 |

PERSONS INJURED

| Month | Urban | Rural | Total | Month | Urban | Rural | Total |
|----------|-------|-------|-------|-----------|-------|-------|-------|
| January | 921 | 1049 | 1970 | July | 903 | 1323 | 2226 |
| February | 977 | 959 | 1936 | August | 1021 | 1311 | 2332 |
| March | 807 | 975 | 1782 | September | 1019 | 1284 | 2303 |
| April | 1000 | 1181 | 2181 | October | 1273 | 1462 | 2735 |
| May | 1038 | 1229 | 2267 | November | 1025 | 1308 | 2333 |
| June | 962 | 1066 | 2028 | December | 1407 | 1453 | 2860 |
| | | | TOTAL | | 12353 | 14600 | 26953 |

REPORTED PERSONS INJURED

| Month | 1958 | 1959 | 1960 | Month | 1958 | 1959 | 1960 |
|----------|------|------|-------|-----------|-------|-------|-------|
| January | 1612 | 1818 | 1970 | July | 1762 | 2102 | 2226 |
| February | 1334 | 1482 | 1936 | August | 2074 | 2340 | 2332 |
| March | 1398 | 1899 | 1782 | September | 1859 | 2248 | 2303 |
| April | 1468 | 1830 | 2181 | October | 2254 | 2451 | 2735 |
| May | 1707 | 2092 | 2267 | November | 2188 | 2296 | 2333 |
| June | 1786 | 1867 | 2028 | December | 1970 | 2377 | 2860 |
| | | | TOTAL | | 21412 | 24802 | 26953 |

(Including drivers of taxicabs in private parking business)

I. Age of Driver

| Age Group | All Drivers | Total Drivers |
|----------------------|--------------|---------------|
| 1. Under 18 years | 1442 | 4 |
| 2. 18-24 | 1793 | 27 |
| 3. 25-34 | 3186 | 55 |
| 4. 35-44 | 4515 | 82 |
| 5. 45-54 | 5111 | 111 |
| 6. 55-64 | 3111 | 111 |
| 7. 65-74 | 1111 | 111 |
| 8. 75 and over | 1111 | 111 |
| Total drivers | 18465 | 512 |

II. Sex of Driver

| Sex | All Drivers | Total Drivers |
|----------------------|--------------|---------------|
| 1. Male | 16027 | 319 |
| 2. Female | 16027 | 319 |
| Total drivers | 32054 | 638 |

III. Race of Driver

| Race | All Drivers | Total Drivers |
|----------------------|--------------|---------------|
| 1. White | 16042 | 328 |
| 2. Negro | 886 | 28 |
| 3. Other | 119 | 1 |
| Total drivers | 17047 | 357 |

IV. Residence of Driver

| Residence | All Drivers | Total Drivers |
|--|--------------|---------------|
| 1. Residents of town under 10,000 population | 471 | 8 |
| 2. Residents of city 10,000 to 50,000 pop. | 2475 | 45 |
| 3. Residents of city 50,000 to 100,000 pop. | 11365 | 215 |
| 4. Residents of city 100,000 to 500,000 pop. | 11079 | 215 |
| 5. Residents of city 500,000 and over | 5174 | 97 |
| 6. Residents of rural areas | 1022 | 19 |
| 7. Residents of total area | 3117 | 59 |
| Total drivers | 35481 | 699 |

V. License of Driver

| License Status | All Drivers | Total Drivers |
|-------------------------|--------------|---------------|
| 1. License in force | 42358 | 193 |
| 2. License not in force | 1122 | 20 |
| 3. License suspended | 1411 | 26 |
| 4. License revoked | 88 | 1 |
| 5. License expired | 68 | 1 |
| 6. License not stated | 60 | 1 |
| Total drivers | 45184 | 242 |

TABLE G—DRIVERS (Continued)

X. Driver's Condition

| Condition | All Drivers | Total Drivers |
|--------------------------|--------------|---------------|
| 1. Had been drinking | 4971 | 97 |
| 2. Had not been drinking | 31417 | 605 |
| 3. Not stated | 3562 | 68 |
| Total drivers | 45470 | 170 |

XI. Miscellaneous Driver Actions

| Action | All Drivers | Total Drivers |
|---|-------------|---------------|
| 1. Driving on incorrect class vehicle | 774 | 1 |
| 2. Driving on wrong side of road | 10 | 0 |
| 3. Driving on wrong side of highway | 10 | 0 |
| 4. Driving on wrong side of street | 10 | 0 |
| 5. Driving on wrong side of sidewalk | 10 | 0 |
| 6. Driving on wrong side of driveway | 10 | 0 |
| 7. Driving on wrong side of alley | 10 | 0 |
| 8. Driving on wrong side of parking lot | 10 | 0 |
| 9. Driving on wrong side of driveway | 10 | 0 |
| 10. Driving on wrong side of driveway | 10 | 0 |
| 11. Driving on wrong side of driveway | 10 | 0 |
| 12. Driving on wrong side of driveway | 10 | 0 |
| 13. Driving on wrong side of driveway | 10 | 0 |
| 14. Driving on wrong side of driveway | 10 | 0 |
| 15. Driving on wrong side of driveway | 10 | 0 |
| 16. Driving on wrong side of driveway | 10 | 0 |
| 17. Driving on wrong side of driveway | 10 | 0 |
| 18. Driving on wrong side of driveway | 10 | 0 |
| 19. Driving on wrong side of driveway | 10 | 0 |
| 20. Driving on wrong side of driveway | 10 | 0 |
| 21. Driving on wrong side of driveway | 10 | 0 |
| 22. Driving on wrong side of driveway | 10 | 0 |
| 23. Driving on wrong side of driveway | 10 | 0 |
| 24. Driving on wrong side of driveway | 10 | 0 |
| 25. Driving on wrong side of driveway | 10 | 0 |
| 26. Driving on wrong side of driveway | 10 | 0 |
| 27. Driving on wrong side of driveway | 10 | 0 |
| 28. Driving on wrong side of driveway | 10 | 0 |
| 29. Driving on wrong side of driveway | 10 | 0 |
| 30. Driving on wrong side of driveway | 10 | 0 |
| 31. Driving on wrong side of driveway | 10 | 0 |
| 32. Driving on wrong side of driveway | 10 | 0 |
| 33. Driving on wrong side of driveway | 10 | 0 |
| 34. Driving on wrong side of driveway | 10 | 0 |
| 35. Driving on wrong side of driveway | 10 | 0 |
| 36. Driving on wrong side of driveway | 10 | 0 |
| 37. Driving on wrong side of driveway | 10 | 0 |
| 38. Driving on wrong side of driveway | 10 | 0 |
| 39. Driving on wrong side of driveway | 10 | 0 |
| 40. Driving on wrong side of driveway | 10 | 0 |
| 41. Driving on wrong side of driveway | 10 | 0 |
| 42. Driving on wrong side of driveway | 10 | 0 |
| 43. Driving on wrong side of driveway | 10 | 0 |
| 44. Driving on wrong side of driveway | 10 | 0 |
| 45. Driving on wrong side of driveway | 10 | 0 |
| 46. Driving on wrong side of driveway | 10 | 0 |
| 47. Driving on wrong side of driveway | 10 | 0 |
| 48. Driving on wrong side of driveway | 10 | 0 |
| 49. Driving on wrong side of driveway | 10 | 0 |
| 50. Driving on wrong side of driveway | 10 | 0 |
| 51. Driving on wrong side of driveway | 10 | 0 |
| 52. Driving on wrong side of driveway | 10 | 0 |
| 53. Driving on wrong side of driveway | 10 | 0 |
| 54. Driving on wrong side of driveway | 10 | 0 |
| 55. Driving on wrong side of driveway | 10 | 0 |
| 56. Driving on wrong side of driveway | 10 | 0 |
| 57. Driving on wrong side of driveway | 10 | 0 |
| 58. Driving on wrong side of driveway | 10 | 0 |
| 59. Driving on wrong side of driveway | 10 | 0 |
| 60. Driving on wrong side of driveway | 10 | 0 |
| 61. Driving on wrong side of driveway | 10 | 0 |
| 62. Driving on wrong side of driveway | 10 | 0 |
| 63. Driving on wrong side of driveway | 10 | 0 |
| 64. Driving on wrong side of driveway | 10 | 0 |
| 65. Driving on wrong side of driveway | 10 | 0 |
| 66. Driving on wrong side of driveway | 10 | 0 |
| 67. Driving on wrong side of driveway | 10 | 0 |
| 68. Driving on wrong side of driveway | 10 | 0 |
| 69. Driving on wrong side of driveway | 10 | 0 |
| 70. Driving on wrong side of driveway | 10 | 0 |
| 71. Driving on wrong side of driveway | 10 | 0 |
| 72. Driving on wrong side of driveway | 10 | 0 |
| 73. Driving on wrong side of driveway | 10 | 0 |
| 74. Driving on wrong side of driveway | 10 | 0 |
| 75. Driving on wrong side of driveway | 10 | 0 |
| 76. Driving on wrong side of driveway | 10 | 0 |
| 77. Driving on wrong side of driveway | 10 | 0 |
| 78. Driving on wrong side of driveway | 10 | 0 |
| 79. Driving on wrong side of driveway | 10 | 0 |
| 80. Driving on wrong side of driveway | 10 | 0 |
| 81. Driving on wrong side of driveway | 10 | 0 |
| 82. Driving on wrong side of driveway | 10 | 0 |
| 83. Driving on wrong side of driveway | 10 | 0 |
| 84. Driving on wrong side of driveway | 10 | 0 |
| 85. Driving on wrong side of driveway | 10 | 0 |
| 86. Driving on wrong side of driveway | 10 | 0 |
| 87. Driving on wrong side of driveway | 10 | 0 |
| 88. Driving on wrong side of driveway | 10 | 0 |
| 89. Driving on wrong side of driveway | 10 | 0 |
| 90. Driving on wrong side of driveway | 10 | 0 |
| 91. Driving on wrong side of driveway | 10 | 0 |
| 92. Driving on wrong side of driveway | 10 | 0 |
| 93. Driving on wrong side of driveway | 10 | 0 |
| 94. Driving on wrong side of driveway | 10 | 0 |
| 95. Driving on wrong side of driveway | 10 | 0 |
| 96. Driving on wrong side of driveway | 10 | 0 |
| 97. Driving on wrong side of driveway | 10 | 0 |
| 98. Driving on wrong side of driveway | 10 | 0 |
| 99. Driving on wrong side of driveway | 10 | 0 |
| 100. Driving on wrong side of driveway | 10 | 0 |

TABLE G—DRIVERS (Continued)

XII. Obscured Vision

| Reason | All Drivers | Total Drivers |
|-----------------------------------|-------------|---------------|
| 1. Thick, misty air on windshield | 1074 | 1 |
| 2. Thick fog, rain, or snow | 146 | 1 |
| 3. Dirty windshield | 11 | 0 |
| 4. Dirty lens | 11 | 0 |
| 5. Dirty lens | 11 | 0 |
| 6. Dirty lens | 11 | 0 |
| 7. Dirty lens | 11 | 0 |
| 8. Dirty lens | 11 | 0 |
| 9. Dirty lens | 11 | 0 |
| 10. Dirty lens | 11 | 0 |
| 11. Dirty lens | 11 | 0 |
| 12. Dirty lens | 11 | 0 |
| 13. Dirty lens | 11 | 0 |
| 14. Dirty lens | 11 | 0 |
| 15. Dirty lens | 11 | 0 |
| 16. Dirty lens | 11 | 0 |
| 17. Dirty lens | 11 | 0 |
| 18. Dirty lens | 11 | 0 |
| 19. Dirty lens | 11 | 0 |
| 20. Dirty lens | 11 | 0 |
| 21. Dirty lens | 11 | 0 |
| 22. Dirty lens | 11 | 0 |
| 23. Dirty lens | 11 | 0 |
| 24. Dirty lens | 11 | 0 |
| 25. Dirty lens | 11 | 0 |
| 26. Dirty lens | 11 | 0 |
| 27. Dirty lens | 11 | 0 |
| 28. Dirty lens | 11 | 0 |
| 29. Dirty lens | 11 | 0 |
| 30. Dirty lens | 11 | 0 |
| 31. Dirty lens | 11 | 0 |
| 32. Dirty lens | 11 | 0 |
| 33. Dirty lens | 11 | 0 |
| 34. Dirty lens | 11 | 0 |
| 35. Dirty lens | 11 | 0 |
| 36. Dirty lens | 11 | 0 |
| 37. Dirty lens | 11 | 0 |
| 38. Dirty lens | 11 | 0 |
| 39. Dirty lens | 11 | 0 |
| 40. Dirty lens | 11 | 0 |
| 41. Dirty lens | 11 | 0 |
| 42. Dirty lens | 11 | 0 |
| 43. Dirty lens | 11 | 0 |
| 44. Dirty lens | 11 | 0 |
| 45. Dirty lens | 11 | 0 |
| 46. Dirty lens | 11 | 0 |
| 47. Dirty lens | 11 | 0 |
| 48. Dirty lens | 11 | 0 |
| 49. Dirty lens | 11 | 0 |
| 50. Dirty lens | 11 | 0 |
| 51. Dirty lens | 11 | 0 |
| 52. Dirty lens | 11 | 0 |
| 53. Dirty lens | 11 | 0 |
| 54. Dirty lens | 11 | 0 |
| 55. Dirty lens | 11 | 0 |
| 56. Dirty lens | 11 | 0 |
| 57. Dirty lens | 11 | 0 |
| 58. Dirty lens | 11 | 0 |
| 59. Dirty lens | 11 | 0 |
| 60. Dirty lens | 11 | 0 |
| 61. Dirty lens | 11 | 0 |
| 62. Dirty lens | 11 | 0 |
| 63. Dirty lens | 11 | 0 |
| 64. Dirty lens | 11 | 0 |
| 65. Dirty lens | 11 | 0 |
| 66. Dirty lens | 11 | 0 |
| 67. Dirty lens | 11 | 0 |
| 68. Dirty lens | 11 | 0 |
| 69. Dirty lens | 11 | 0 |
| 70. Dirty lens | 11 | 0 |
| 71. Dirty lens | 11 | 0 |
| 72. Dirty lens | 11 | 0 |
| 73. Dirty lens | 11 | 0 |
| 74. Dirty lens | 11 | 0 |
| 75. Dirty lens | 11 | 0 |
| 76. Dirty lens | 11 | 0 |
| 77. Dirty lens | 11 | 0 |
| 78. Dirty lens | 11 | 0 |
| 79. Dirty lens | 11 | 0 |
| 80. Dirty lens | 11 | 0 |
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| 82. Dirty lens | 11 | 0 |
| 83. Dirty lens | 11 | 0 |
| 84. Dirty lens | 11 | 0 |
| 85. Dirty lens | 11 | 0 |
| 86. Dirty lens | 11 | 0 |
| 87. Dirty lens | 11 | 0 |
| 88. Dirty lens | 11 | 0 |
| 89. Dirty lens | 11 | 0 |
| 90. Dirty lens | 11 | 0 |
| 91. Dirty lens | 11 | 0 |
| 92. Dirty lens | 11 | 0 |
| 93. Dirty lens | 11 | 0 |
| 94. Dirty lens | 11 | 0 |
| 95. Dirty lens | 11 | 0 |
| 96. Dirty lens | 11 | 0 |
| 97. Dirty lens | 11 | 0 |
| 98. Dirty lens | 11 | 0 |
| 99. Dirty lens | 11 | 0 |
| 100. Dirty lens | 11 | 0 |

TABLE G—DRIVERS (Continued)

XIII. Pedestrian's Condition

| Condition | All Pedestrians | Total Pedestrians |
|-----------------------------|-----------------|-------------------|
| 1. Not wearing safety shoes | 10 | 1 |
| 2. Wearing safety shoes | 41 | 1 |
| 3. Wearing safety shoes | 41 | 1 |
| 4. Wearing safety shoes | 41 | 1 |
| 5. Wearing safety shoes | 41 | 1 |
| 6. Wearing safety shoes | 41 | 1 |
| 7. Wearing safety shoes | 41 | 1 |
| 8. Wearing safety shoes | 41 | 1 |
| 9. Wearing safety shoes | 41 | 1 |
| 10. Wearing safety shoes | 41 | 1 |
| 11. Wearing safety shoes | 41 | 1 |
| 12. Wearing safety shoes | 41 | 1 |
| 13. Wearing safety shoes | 41 | 1 |
| 14. Wearing safety shoes | 41 | 1 |
| 15. Wearing safety shoes | 41 | 1 |
| 16. Wearing safety shoes | 41 | 1 |
| 17. Wearing safety shoes | 41 | 1 |
| 18. Wearing safety shoes | 41 | 1 |
| 19. Wearing safety shoes | 41 | 1 |
| 20. Wearing safety shoes | 41 | 1 |
| 21. Wearing safety shoes | 41 | 1 |
| 22. Wearing safety shoes | 41 | 1 |
| 23. Wearing safety shoes | 41 | 1 |
| 24. Wearing safety shoes | 41 | 1 |
| 25. Wearing safety shoes | 41 | 1 |
| 26. Wearing safety shoes | 41 | 1 |
| 27. Wearing safety shoes | 41 | 1 |
| 28. Wearing safety shoes | 41 | 1 |
| 29. Wearing safety shoes | 41 | 1 |
| 30. Wearing safety shoes | 41 | 1 |
| 31. Wearing safety shoes | 41 | 1 |
| 32. Wearing safety shoes | 41 | 1 |
| 33. Wearing safety shoes | 41 | 1 |
| 34. Wearing safety shoes | 41 | 1 |
| 35. Wearing safety shoes | 41 | 1 |
| 36. Wearing safety shoes | 41 | 1 |
| 37. Wearing safety shoes | 41 | 1 |
| 38. Wearing safety shoes | 41 | 1 |
| 39. Wearing safety shoes | 41 | 1 |
| 40. Wearing safety shoes | 41 | 1 |
| 41. Wearing safety shoes | 41 | 1 |
| 42. Wearing safety shoes | 41 | 1 |
| 43. Wearing safety shoes | 41 | 1 |
| 44. Wearing safety shoes | 41 | 1 |
| 45. Wearing safety shoes | 41 | 1 |
| 46. Wearing safety shoes | 41 | 1 |
| 47. Wearing safety shoes | 41 | 1 |
| 48. Wearing safety shoes | 41 | 1 |
| 49. Wearing safety shoes | 41 | 1 |
| 50. Wearing safety shoes | 41 | 1 |
| 51. Wearing safety shoes | 41 | 1 |
| 52. Wearing safety shoes | 41 | 1 |
| 53. Wearing safety shoes | 41 | 1 |
| 54. Wearing safety shoes | 41 | 1 |
| 55. Wearing safety shoes | 41 | 1 |
| 56. Wearing safety shoes | 41 | 1 |
| 57. Wearing safety shoes | 41 | 1 |
| 58. Wearing safety shoes | 41 | 1 |
| 59. Wearing safety shoes | 41 | 1 |
| 60. Wearing safety shoes | 41 | 1 |
| 61. Wearing safety shoes | 41 | 1 |
| 62. Wearing safety shoes | 41 | 1 |
| 63. Wearing safety shoes | 41 | 1 |
| 64. Wearing safety shoes | 41 | 1 |
| 65. Wearing safety shoes | 41 | 1 |
| 66. Wearing safety shoes | 41 | 1 |
| 67. Wearing safety shoes | 41 | 1 |
| 68. Wearing safety shoes | 41 | 1 |
| 69. Wearing safety shoes | 41 | 1 |
| 70. Wearing safety shoes | 41 | 1 |
| 71. Wearing safety shoes | 41 | 1 |
| 72. Wearing safety shoes | 41 | 1 |
| 73. Wearing safety shoes | 41 | 1 |
| 74. Wearing safety shoes | 41 | 1 |
| 75. Wearing safety shoes | 41 | 1 |
| 76. Wearing safety shoes | 41 | 1 |
| 77. Wearing safety shoes | 41 | 1 |
| 78. Wearing safety shoes | 41 | 1 |
| 79. Wearing safety shoes | 41 | 1 |
| 80. Wearing safety shoes | 41 | 1 |
| 81. Wearing safety shoes | 41 | 1 |
| 82. Wearing safety shoes | 41 | 1 |
| 83. Wearing safety shoes | 41 | 1 |
| 84. Wearing safety shoes | 41 | 1 |
| 85. Wearing safety shoes | 41 | 1 |
| 86. Wearing safety shoes | 41 | 1 |
| 87. Wearing safety shoes | 41 | 1 |
| 88. Wearing safety shoes | 41 | 1 |
| 89. Wearing safety shoes | 41 | 1 |
| 90. Wearing safety shoes | 41 | 1 |
| 91. Wearing safety shoes | 41 | 1 |
| 92. Wearing safety shoes | 41 | 1 |
| 93. Wearing safety shoes | 41 | 1 |
| 94. Wearing safety shoes | 41 | 1 |
| 95. Wearing safety shoes | 41 | 1 |
| 96. Wearing safety shoes | 41 | 1 |
| 97. Wearing safety shoes | 41 | 1 |
| 98. Wearing safety shoes | 41 | 1 |
| 99. Wearing safety shoes | 41 | 1 |
| 100. Wearing safety shoes | 41 | 1 |

TABLE J—PEDESTRIANS (Continued)

II. Residence of Pedestrians

| Residence | All Pedestrians | Total Pedestrians |
|--|-----------------|-------------------|
| 1. Residents of town under 10,000 population | 13 | 1 |
| 2. Residents of city 10,000 to 50,000 pop. | 47 | 1 |
| 3. Residents of city 50,000 to 100,000 pop. | 400 | 35 |
| 4. Residents of city 100,000 to 500,000 pop. | 476 | 111 |
| 5. Residents of city 500,000 and over | 243 | 111 |
| 6. Residents of rural areas | 83 | 1 |
| 7. Residents of total area | 119 | 2 |
| 8. Not stated | 107 | 24 |
| 9. Pedestrian within 25 miles of accident location | 1346 | 11 |
| 10. Pedestrian elsewhere in state | 14 | 1 |
| 11. Non-resident of state | 14 | 1 |
| 12. Not stated | 107 | 24 |
| 13. Total pedestrians | 1809 | 74 |

TABLE J—HIGHWAY

I. Road Defects

| Defect | All Pedestrians | Total Pedestrians |
|--|-----------------|-------------------|
| 1. Debris on road | 11 | 1 |
| 2. Shallow ruts | 11 | 1 |
| 3. Road surface construction work | 11 | 1 |
| 4. Loose surface material (sand, etc.) | 11 | 1 |
| 5. Obstruction not lighted (obstacles) | 11 | 1 |
| 6. Obstruction not signed (obstacles) | 11 | 1 |
| 7. Poorly maintainable, etc. | 11 | 1 |
| 8. Other defects | 11 | 1 |
| 9. Pedestrian—road defect | 347 | 1 |
| 10. Pedestrian—no road defect | 1999 | 100 |
| 11. Pedestrian—no stated | 1114 | 31 |
| Total accidents | 2418 | 171 |

SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENTS
 NORTH CAROLINA

TABLE A—TYPE OF ACCIDENT, URBAN/RURAL LOCATION

| I. Type of Accident | No. of Accidents | | | No. of Persons | | | Comparative Totals | | |
|-----------------------------------|------------------|-------|-----------|----------------|---------|-----------------|-----------------------|------|------|
| | All Accidents | Fatal | Non-Fatal | Total | Injured | Property Damage | This Year In One Year | 1967 | 1966 |
| Collisions of Motor Vehicle with— | 1011 | 71 | 940 | 286 | 642 | 5 | 173 | 42 | 133 |
| 1. Pedestrian | 118 | 6 | 112 | 181 | 654 | 817 | 280 | 131 | 155 |
| 2. Motor vehicle | 893 | 65 | 958 | 100 | 158 | 170 | 145 | 193 | 178 |
| 3. Motor cycle | 10 | 1 | 9 | 11 | 13 | 11 | 11 | 10 | 11 |
| 4. Street car | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 5. Automobile | 883 | 64 | 947 | 99 | 157 | 169 | 134 | 183 | 167 |
| 6. Bicycle | 8 | 1 | 7 | 11 | 13 | 11 | 11 | 10 | 11 |
| 7. Horse-drawn | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 8. Foot or stomp | 198 | 13 | 185 | 297 | 392 | 31 | 246 | 213 | 201 |
| 9. Other object | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 10. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 11. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 12. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 13. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 14. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 15. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 16. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 17. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 18. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 19. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 20. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 21. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 22. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 23. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 24. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 25. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 26. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 27. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 28. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 29. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 30. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 31. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 32. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 33. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 34. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 35. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 36. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 37. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 38. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 39. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 40. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 41. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 42. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 43. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 44. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 45. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 46. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 47. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 48. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 49. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 50. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 51. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 52. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 53. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 54. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 55. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 56. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 57. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 58. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 59. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 60. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 61. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 62. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 63. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 64. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 65. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 66. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 67. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 68. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 69. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 70. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 71. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 72. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 73. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 74. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 75. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 76. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 77. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 78. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 79. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 80. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 81. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 82. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 83. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 84. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 85. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 86. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 87. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 88. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 89. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 90. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 91. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 92. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 93. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 94. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 95. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 96. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 97. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 98. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 99. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 100. Other | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

TABLE B—AGE, SEX, and RACE of KILLED and INJURED PERSONS

| Age Group and Race | All Persons | | | Persons Killed | | | Persons Injured | | |
|--------------------|-------------|-------|--------|----------------|------|--------|-----------------|------|--------|
| | Total | Male | Female | Total | Male | Female | Total | Male | Female |
| 0-4 years | 10 | 5 | 5 | 1 | 1 | 0 | 1 | 1 | 0 |
| 5-9 years | 15 | 8 | 7 | 1 | 1 | 0 | 1 | 1 | 0 |
| 10-14 years | 25 | 13 | 12 | 1 | 1 | 0 | 1 | 1 | 0 |
| 15-19 years | 45 | 25 | 20 | 2 | 2 | 0 | 2 | 2 | 0 |
| 20-24 years | 115 | 65 | 50 | 5 | 5 | 0 | 5 | 5 | 0 |
| 25-29 years | 215 | 125 | 90 | 10 | 10 | 0 | 10 | 10 | 0 |
| 30-34 years | 315 | 175 | 140 | 15 | 15 | 0 | 15 | 15 | 0 |
| 35-39 years | 415 | 235 | 180 | 20 | 20 | 0 | 20 | 20 | 0 |
| 40-44 years | 515 | 295 | 220 | 25 | 25 | 0 | 25 | 25 | 0 |
| 45-49 years | 615 | 355 | 260 | 30 | 30 | 0 | 30 | 30 | 0 |
| 50-54 years | 715 | 415 | 300 | 35 | 35 | 0 | 35 | 35 | 0 |
| 55-59 years | 815 | 475 | 340 | 40 | 40 | 0 | 40 | 40 | 0 |
| 60-64 years | 915 | 535 | 380 | 45 | 45 | 0 | 45 | 45 | 0 |
| 65-69 years | 1015 | 595 | 420 | 50 | 50 | 0 | 50 | 50 | 0 |
| 70-74 years | 1115 | 655 | 460 | 55 | 55 | 0 | 55 | 55 | 0 |
| 75-79 years | 1215 | 715 | 500 | 60 | 60 | 0 | 60 | 60 | 0 |
| 80-84 years | 1315 | 775 | 540 | 65 | 65 | 0 | 65 | 65 | 0 |
| 85-89 years | 1415 | 835 | 580 | 70 | 70 | 0 | 70 | 70 | 0 |
| 90-94 years | 1515 | 895 | 620 | 75 | 75 | 0 | 75 | 75 | 0 |
| 95-99 years | 1615 | 955 | 660 | 80 | 80 | 0 | 80 | 80 | 0 |
| 100 years and over | 1715 | 1015 | 700 | 85 | 85 | 0 | 85 | 85 | 0 |
| Total persons | 18715 | 10475 | 8240 | 1000 | 1000 | 0 | 1000 | 1000 | 0 |

TABLE C IMPORTANT CIRCUMSTANCES and CONDITIONS

| Circumstances or Condition | All Types of Accidents | |
|--|------------------------|-------|
| | Total | % |
| Driver violated, including drinking | 100 | 5.3 |
| Driver defect | 150 | 8.0 |
| Driver follow ahead | 200 | 10.7 |
| Vehicle defect | 300 | 16.1 |
| Personnel violated or acted carelessly | 400 | 21.4 |
| Personnel defects, including drinking | 500 | 26.7 |
| Head defects | 600 | 32.1 |
| High | 700 | 37.4 |
| Weather—cloudy, rainy, snowy, etc. | 800 | 42.8 |
| Bad wet, icy, sandy, etc. | 900 | 48.1 |
| AI impedance | 1000 | 53.5 |
| Dark road | 1100 | 59.0 |
| Line or grade at 3:10 | 1200 | 64.3 |
| Dark | 1300 | 69.7 |
| Dark | 1400 | 74.9 |
| Dark | 1500 | 80.1 |
| Dark | 1600 | 85.3 |
| Dark | 1700 | 90.5 |
| Dark | 1800 | 95.7 |
| Dark | 1900 | 100.0 |
| Dark | 2000 | 100.0 |
| Dark | 2100 | 100.0 |
| Dark | 2200 | 100.0 |
| Dark | 2300 | 100.0 |
| Dark | 2400 | 100.0 |
| Dark | 2500 | 100.0 |
| Dark | 2600 | 100.0 |
| Dark | 2700 | 100.0 |
| Dark | 2800 | 100.0 |
| Dark | 2900 | 100.0 |
| Dark | 3000 | 100.0 |
| Dark | 3100 | 100.0 |
| Dark | 3200 | 100.0 |
| Dark | 3300 | 100.0 |
| Dark | 3400 | 100.0 |
| Dark | 3500 | 100.0 |
| Dark | 3600 | 100.0 |
| Dark | 3700 | 100.0 |
| Dark | 3800 | 100.0 |

TABLE G—DRIVERS OF MOTOR VEHICLES (Including cases of fatal or serious injury)

| I. Age of Driver | Total Accidents | % of Total |
|--------------------------|-----------------|------------|
| 1. Under 16 years of age | 1856 | 41 |
| 2. 16-17 | 1900 | 41 |
| 3. 18-19 | 3702 | 81 |
| 4. 20-24 | 4752 | 104 |
| 5. 25-29 | 1833 | 40 |
| 6. 30-34 | 1744 | 38 |
| 7. 35-39 | 2017 | 44 |
| 8. 40-44 | 1507 | 33 |
| 9. 45-49 | 4492 | 98 |
| 10. 50-54 | 2793 | 61 |
| 11. 55-59 | 1511 | 33 |
| 12. 60 and over | 395 | 9 |
| 13. Not stated | 514 | 11 |
| Total drivers | 39111 | 100 |

| II. Sex of Driver | Total Accidents | % of Total |
|-------------------|-----------------|------------|
| 1. Male | 44829 | 1000 |
| 2. Female | 1899 | 41 |
| 3. Not stated | 414 | 9 |
| Total drivers | 52011 | 1000 |

| III. Race of Driver | Total Accidents | % of Total |
|---------------------|-----------------|------------|
| 1. White | 49318 | 991 |
| 2. Negro | 1943 | 41 |
| 3. Other | 459 | 9 |
| 4. Not stated | 295 | 6 |
| Total drivers | 52011 | 1000 |

| IV. Residence of Driver | Total Accidents | % of Total |
|--|-----------------|------------|
| 1. Residence of less than 1000 population | 7234 | 14 |
| 2. Residence of 1000 to 2499 population | 2176 | 4 |
| 3. Residence of 2500 to 4999 population | 1047 | 2 |
| 4. Residence of 5000 to 9999 population | 1109 | 2 |
| 5. Residence of 10,000 to 24,999 population | 498 | 1 |
| 6. Residence of 25,000 to 49,999 population | 2627 | 5 |
| 7. Residence of 50,000 to 99,999 population | 1185 | 2 |
| 8. Residence of 100,000 to 249,999 population | 1190 | 2 |
| 9. Residence of 250,000 to 499,999 population | 1385 | 3 |
| 10. Residence of 500,000 to 999,999 population | 1876 | 4 |
| 11. Residence of 1,000,000 or more population | 6911 | 13 |
| 12. Not stated | 425 | 1 |
| Total drivers | 52911 | 1000 |

| V. License of Driver | Total Accidents | % of Total |
|---------------------------------------|-----------------|------------|
| 1. Licensed in state | 44512 | 87 |
| 2. Resident-Non license | 1481 | 3 |
| 3. Government-licensed in other state | 4657 | 9 |
| 4. Government-licensed in foreign | 88 | 0 |
| 5. Other | 1249 | 3 |
| 6. Not stated | 136 | 0 |
| Total drivers | 52911 | 1000 |

| VI. Experience of Driver | Total Accidents | % of Total |
|------------------------------|-----------------|------------|
| 1. Learner under instruction | 114 | 0 |
| 2. Less than three months | 181 | 0 |
| 3. Three to six months | 512 | 1 |
| 4. Six to twelve months | 1003 | 2 |
| 5. One to two years | 372 | 1 |
| 6. Two to three years | 1041 | 2 |
| 7. Three to four years | 138 | 0 |
| 8. Four to five years | 320 | 1 |
| 9. Six to seven years | 116 | 0 |
| 10. Eight to nine years | 116 | 0 |
| 11. Ten or more years | 3201 | 6 |
| Total drivers | 52911 | 1000 |

| VII. Occupation of Driver | Total Accidents | % of Total |
|--|-----------------|------------|
| 1. Professional and business men | 3192 | 7 |
| 2. Parents and farm laborers | 518 | 1 |
| 3. Clerical, sales, etc. | 327 | 1 |
| 4. Other commercial drivers | 563 | 1 |
| 5. Transfer employees | 358 | 1 |
| 6. Military | 3129 | 7 |
| 7. Utility | 809 | 2 |
| 8. All other workers (incl. seasonally employed) | 15199 | 32 |
| 9. Unemployed and domestic servants | 1157 | 2 |
| 10. Students | 498 | 1 |
| 11. All other | 2488 | 5 |
| 12. Not stated | 392 | 1 |
| Total drivers | 32911 | 1000 |

| VIII. Approximate Speed (Permitted or Actual) | Total Accidents | % of Total |
|---|-----------------|------------|
| 1. Slower than limit (except parking violation) | 3903 | 23 |
| 2. 1-5 mph over | 543 | 3 |
| 3. 6-10 mph over | 437 | 3 |
| 4. 11-15 mph over | 555 | 3 |
| 5. 16-20 mph over | 413 | 3 |
| 6. 21-25 mph over | 117 | 1 |
| 7. 26-30 mph over | 158 | 1 |
| 8. 31-35 mph over | 157 | 1 |
| 9. 36-40 mph over | 157 | 1 |
| 10. 41-45 mph over | 157 | 1 |
| 11. 46-50 mph over | 157 | 1 |
| 12. 51-55 mph over | 157 | 1 |
| 13. 56-60 mph over | 157 | 1 |
| 14. 61-65 mph over | 157 | 1 |
| 15. 66-70 mph over | 157 | 1 |
| 16. 71-75 mph over | 157 | 1 |
| 17. 76-80 mph over | 157 | 1 |
| 18. 81-85 mph over | 157 | 1 |
| 19. 86-90 mph over | 157 | 1 |
| 20. 91-95 mph over | 157 | 1 |
| 21. 96-100 mph over | 157 | 1 |
| 22. 101-105 mph over | 157 | 1 |
| 23. 106-110 mph over | 157 | 1 |
| 24. 111-115 mph over | 157 | 1 |
| 25. 116-120 mph over | 157 | 1 |
| 26. 121-125 mph over | 157 | 1 |
| 27. 126-130 mph over | 157 | 1 |
| 28. 131-135 mph over | 157 | 1 |
| 29. 136-140 mph over | 157 | 1 |
| 30. 141-145 mph over | 157 | 1 |
| 31. 146-150 mph over | 157 | 1 |
| 32. 151-155 mph over | 157 | 1 |
| 33. 156-160 mph over | 157 | 1 |
| 34. 161-165 mph over | 157 | 1 |
| 35. 166-170 mph over | 157 | 1 |
| 36. 171-175 mph over | 157 | 1 |
| 37. 176-180 mph over | 157 | 1 |
| 38. 181-185 mph over | 157 | 1 |
| 39. 186-190 mph over | 157 | 1 |
| 40. 191-195 mph over | 157 | 1 |
| 41. 196-200 mph over | 157 | 1 |
| 42. 201-205 mph over | 157 | 1 |
| 43. 206-210 mph over | 157 | 1 |
| 44. 211-215 mph over | 157 | 1 |
| 45. 216-220 mph over | 157 | 1 |
| 46. 221-225 mph over | 157 | 1 |
| 47. 226-230 mph over | 157 | 1 |
| 48. 231-235 mph over | 157 | 1 |
| 49. 236-240 mph over | 157 | 1 |
| 50. 241-245 mph over | 157 | 1 |
| 51. 246-250 mph over | 157 | 1 |
| 52. 251-255 mph over | 157 | 1 |
| 53. 256-260 mph over | 157 | 1 |
| 54. 261-265 mph over | 157 | 1 |
| 55. 266-270 mph over | 157 | 1 |
| 56. 271-275 mph over | 157 | 1 |
| 57. 276-280 mph over | 157 | 1 |
| 58. 281-285 mph over | 157 | 1 |
| 59. 286-290 mph over | 157 | 1 |
| 60. 291-295 mph over | 157 | 1 |
| 61. 296-300 mph over | 157 | 1 |
| 62. 301-305 mph over | 157 | 1 |
| 63. 306-310 mph over | 157 | 1 |
| 64. 311-315 mph over | 157 | 1 |
| 65. 316-320 mph over | 157 | 1 |
| 66. 321-325 mph over | 157 | 1 |
| 67. 326-330 mph over | 157 | 1 |
| 68. 331-335 mph over | 157 | 1 |
| 69. 336-340 mph over | 157 | 1 |
| 70. 341-345 mph over | 157 | 1 |
| 71. 346-350 mph over | 157 | 1 |
| 72. 351-355 mph over | 157 | 1 |
| 73. 356-360 mph over | 157 | 1 |
| 74. 361-365 mph over | 157 | 1 |
| 75. 366-370 mph over | 157 | 1 |
| 76. 371-375 mph over | 157 | 1 |
| 77. 376-380 mph over | 157 | 1 |
| 78. 381-385 mph over | 157 | 1 |
| 79. 386-390 mph over | 157 | 1 |
| 80. 391-395 mph over | 157 | 1 |
| 81. 396-400 mph over | 157 | 1 |
| 82. 401-405 mph over | 157 | 1 |
| 83. 406-410 mph over | 157 | 1 |
| 84. 411-415 mph over | 157 | 1 |
| 85. 416-420 mph over | 157 | 1 |
| 86. 421-425 mph over | 157 | 1 |
| 87. 426-430 mph over | 157 | 1 |
| 88. 431-435 mph over | 157 | 1 |
| 89. 436-440 mph over | 157 | 1 |
| 90. 441-445 mph over | 157 | 1 |
| 91. 446-450 mph over | 157 | 1 |
| 92. 451-455 mph over | 157 | 1 |
| 93. 456-460 mph over | 157 | 1 |
| 94. 461-465 mph over | 157 | 1 |
| 95. 466-470 mph over | 157 | 1 |
| 96. 471-475 mph over | 157 | 1 |
| 97. 476-480 mph over | 157 | 1 |
| 98. 481-485 mph over | 157 | 1 |
| 99. 486-490 mph over | 157 | 1 |
| 100. 491-495 mph over | 157 | 1 |
| 101. 496-500 mph over | 157 | 1 |
| 102. 501-505 mph over | 157 | 1 |
| 103. 506-510 mph over | 157 | 1 |
| 104. 511-515 mph over | 157 | 1 |
| 105. 516-520 mph over | 157 | 1 |
| 106. 521-525 mph over | 157 | 1 |
| 107. 526-530 mph over | 157 | 1 |
| 108. 531-535 mph over | 157 | 1 |
| 109. 536-540 mph over | 157 | 1 |
| 110. 541-545 mph over | 157 | 1 |
| 111. 546-550 mph over | 157 | 1 |
| 112. 551-555 mph over | 157 | 1 |
| 113. 556-560 mph over | 157 | 1 |
| 114. 561-565 mph over | 157 | 1 |
| 115. 566-570 mph over | 157 | 1 |
| 116. 571-575 mph over | 157 | 1 |
| 117. 576-580 mph over | 157 | 1 |
| 118. 581-585 mph over | 157 | 1 |
| 119. 586-590 mph over | 157 | 1 |
| 120. 591-595 mph over | 157 | 1 |
| 121. 596-600 mph over | 157 | 1 |
| 122. 601-605 mph over | 157 | 1 |
| 123. 606-610 mph over | 157 | 1 |
| 124. 611-615 mph over | 157 | 1 |
| 125. 616-620 mph over | 157 | 1 |
| 126. 621-625 mph over | 157 | 1 |
| 127. 626-630 mph over | 157 | 1 |
| 128. 631-635 mph over | 157 | 1 |
| 129. 636-640 mph over | 157 | 1 |
| 130. 641-645 mph over | 157 | 1 |
| 131. 646-650 mph over | 157 | 1 |
| 132. 651-655 mph over | 157 | 1 |
| 133. 656-660 mph over | 157 | 1 |
| 134. 661-665 mph over | 157 | 1 |
| 135. 666-670 mph over | 157 | 1 |
| 136. 671-675 mph over | 157 | 1 |
| 137. 676-680 mph over | 157 | 1 |
| 138. 681-685 mph over | 157 | 1 |
| 139. 686-690 mph over | 157 | 1 |
| 140. 691-695 mph over | 157 | 1 |
| 141. 696-700 mph over | 157 | 1 |
| 142. 701-705 mph over | 157 | 1 |
| 143. 706-710 mph over | 157 | 1 |
| 144. 711-715 mph over | 157 | 1 |
| 145. 716-720 mph over | 157 | 1 |
| 146. 721-725 mph over | 157 | 1 |
| 147. 726-730 mph over | 157 | 1 |
| 148. 731-735 mph over | 157 | 1 |
| 149. 736-740 mph over | 157 | 1 |
| 150. 741-745 mph over | 157 | 1 |
| 151. 746-750 mph over | 157 | 1 |
| 152. 751-755 mph over | 157 | 1 |
| 153. 756-760 mph over | 157 | 1 |
| 154. 761-765 mph over | 157 | 1 |
| 155. 766-770 mph over | 157 | 1 |
| 156. 771-775 mph over | 157 | 1 |
| 157. 776-780 mph over | 157 | 1 |
| 158. 781-785 mph over | 157 | 1 |
| 159. 786-790 mph over | 157 | 1 |
| 160. 791-795 mph over | 157 | 1 |
| 161. 796-800 mph over | 157 | 1 |
| 162. 801-805 mph over | 157 | 1 |
| 163. 806-810 mph over | 157 | 1 |
| 164. 811-815 mph over | 157 | 1 |
| 165. 816-820 mph over | 157 | 1 |
| 166. 821-825 mph over | 157 | 1 |
| 167. 826-830 mph over | 157 | 1 |
| 168. 831-835 mph over | 157 | 1 |
| 169. 836-840 mph over | 157 | 1 |
| 170. 841-845 mph over | 157 | 1 |
| 171. 846-850 mph over | 157 | 1 |
| 172. 851-855 mph over | 157 | 1 |
| 173. 856-860 mph over | 157 | 1 |
| 174. 861-865 mph over | 157 | 1 |
| 175. 866-870 mph over | 157 | 1 |
| 176. 871-875 mph over | 157 | 1 |
| 177. 876-880 mph over | 157 | 1 |
| 178. 881-885 mph over | 157 | 1 |
| 179. 886-890 mph over | 157 | 1 |
| 180. 891-895 mph over | 157 | 1 |
| 181. 896-900 mph over | 157 | 1 |
| 182. 901-905 mph over | 157 | 1 |
| 183. 906-910 mph over | 157 | 1 |
| 184. 911-915 mph over | 157 | 1 |
| 185. 916-920 mph over | 157 | 1 |
| 186. 921-925 mph over | 157 | 1 |
| 187. 926-930 mph over | 157 | 1 |
| 188. 931-935 mph over | 157 | 1 |
| 189. 936-940 mph over | 157 | 1 |
| 190. 941-945 mph over | 157 | 1 |
| 191. 946-950 mph over | 157 | 1 |
| 192. 951-955 mph over | 157 | 1 |
| 193. 956-960 mph over | 157 | 1 |
| 194. 961-965 mph over | 157 | 1 |
| 195. 966-970 mph over | 157 | 1 |
| 196. 971-975 mph over | 157 | 1 |
| 197. 976-980 mph over | 157 | 1 |
| 198. 981-985 mph over | 157 | 1 |
| 199. 986-990 mph over | 157 | 1 |
| 200. 991-995 mph over | 157 | 1 |
| 201. 996-1000 mph over | 157 | 1 |
| 202. 1001-1005 mph over | 157 | 1 |
| 203. 1006-1010 mph over | 157 | 1 |
| 204. 1011-1015 mph over | 157 | 1 |
| 205. 1016-1020 mph over | 157 | 1 |
| 206. 1021-1025 mph over | 157 | 1 |
| 207. 1026-1030 mph over | 157 | 1 |
| 208. 1031-1035 mph over | 157 | 1 |
| 209. 1036-1040 mph over | 157 | 1 |
| 210. 1041-1045 mph over | 157 | 1 |
| 211. 1046-1050 mph over | 157 | 1 |
| 212. 1051-1055 mph over | 157 | 1 |
| 213. 1056-1060 mph over | 157 | 1 |
| 214. 1061-1065 mph over | 157 | 1 |
| 215. 1066-1070 mph over | 157 | 1 |
| 216. 1071-1075 mph over | 157 | 1 |
| 217. 1076-1080 mph over | 157 | 1 |
| 218. 1081-1085 mph over | 157 | 1 |
| 219. 1086-1090 mph over | 157 | 1 |
| 220. 1091-1095 mph over | 157 | 1 |
| 221. 1096-1100 mph over | 157 | 1 |
| 222. 1101-1105 mph over | 157 | 1 |
| 223. 1106-1110 mph over | 157 | 1 |
| 224. 1111-1115 mph over | 157 | 1 |
| 225. 1116-1120 mph over | 157 | 1 |
| 226. 1121-1125 mph over | 157 | 1 |
| 227. 1126-1130 mph over | 157 | 1 |
| 228. 1131-1135 mph over | 157 | 1 |
| 229. 1136-1140 mph over | 157 | 1 |
| 230. 1141-1145 mph over | 157 | 1 |
| 231. 1146-1150 mph over | 157 | 1 |
| 232. 1151-1155 mph over | 157 | 1 |
| 233. 1156-1160 mph over | 157 | 1 |
| 234. 1161-1165 mph over | 157 | 1 |
| 235. 1166-1170 mph over | 157 | 1 |
| 236. 1171-1175 mph over | 157 | 1 |
| 237. 1176-1180 mph over | 157 | 1 |
| 238. 1181-1185 mph over | 157 | 1 |
| 239. 1186-1190 mph over | 157 | 1 |
| 240. 1191-1195 mph over | 157 | 1 |
| 241. 1196-1200 mph over | 157 | 1 |
| 242. 1201-1205 mph over | 157 | 1 |
| 243. 1206-1210 mph over | 157 | 1 |
| 244. 1211-1215 mph over | 157 | 1 |
| 245. 1216-1220 mph over | 157 | 1 |
| 246. 1221-1225 mph over | 157 | 1 |
| 247. 1226-1230 mph over | 157 | 1 |
| 248. 1231-1235 mph over | 157 | 1 |
| 249. 1236-1240 mph over | 157 | 1 |
| 250. 1241-1245 mph over | 157 | 1 |
| 251. 1246-1250 mph over | 157 | 1 |
| 252. 1251-1255 mph over | 157 | 1 |
| 2 | | |

TABLE A—TYPE OF ACCIDENT, URBAN/RURAL LOCATION

| I. Type of Accident | No. of Accidents | | No. of Persons Injured | | Comparative Totals | |
|----------------------|------------------|-------------|------------------------|-------------|--------------------|-----------------------|
| | Total | Urban/Rural | Total | Urban/Rural | This Year to Date | Same Period Last Year |
| All Accidents | 10,124 | 10,124 | 10,124 | 10,124 | 10,124 | 10,124 |
| Property Damage Only | 1,234 | 1,234 | 1,234 | 1,234 | 1,234 | 1,234 |
| Other Motor Vehicle | 8,890 | 8,890 | 8,890 | 8,890 | 8,890 | 8,890 |
| Non-Motor Vehicle | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| Street car | 100 | 100 | 100 | 100 | 100 | 100 |
| Animal-drawn vehicle | 100 | 100 | 100 | 100 | 100 | 100 |
| Tractor | 100 | 100 | 100 | 100 | 100 | 100 |
| Other | 100 | 100 | 100 | 100 | 100 | 100 |
| Urban/Rural Location | | | | | | |
| Urban | 6,000 | 6,000 | 6,000 | 6,000 | 6,000 | 6,000 |
| Rural | 4,124 | 4,124 | 4,124 | 4,124 | 4,124 | 4,124 |

TABLE B—AGE, SEX, and RACE OF KILLED and INJURED PERSONS

| Age Group and Race | Persons Killed | | Persons Injured | |
|--------------------|----------------|-------|-----------------|-------|
| | Total | % | Total | % |
| All Persons | 10,124 | 100 | 10,124 | 100 |
| Male | 6,000 | 59.25 | 6,000 | 59.25 |
| Female | 4,124 | 40.75 | 4,124 | 40.75 |
| White | 8,000 | 79.12 | 8,000 | 79.12 |
| Black | 2,124 | 21.00 | 2,124 | 21.00 |

TABLE C—IMPORTANT CIRCUMSTANCES and CONDITIONS

| All Types of Accidents | Persons Killed | | Persons Injured | |
|------------------------|----------------|-------|-----------------|-------|
| | Total | % | Total | % |
| Driver negligent | 6,000 | 59.25 | 6,000 | 59.25 |
| Driver not negligent | 4,124 | 40.75 | 4,124 | 40.75 |
| Vehicle defective | 1,000 | 9.88 | 1,000 | 9.88 |
| Other | 3,124 | 30.87 | 3,124 | 30.87 |

TABLE D—CUMULATIVE MILEAGE DEATH RATES

| Mileage | This Year | | Last Year | |
|---------------|-----------|-------|-----------|-------|
| | Total | % | Total | % |
| 0-100 miles | 1,000 | 9.88 | 1,000 | 9.88 |
| 100-200 miles | 2,124 | 21.00 | 2,124 | 21.00 |
| 200-300 miles | 3,124 | 30.87 | 3,124 | 30.87 |
| 300-400 miles | 4,124 | 40.75 | 4,124 | 40.75 |

TABLE E—DIRECTIONAL ANALYSIS

| All Accidents | Field Accidents | | Non-Field Accidents | |
|---------------|-----------------|-------|---------------------|-------|
| | Total | % | Total | % |
| All Accidents | 10,124 | 100 | 10,124 | 100 |
| Field | 6,000 | 59.25 | 6,000 | 59.25 |
| Non-Field | 4,124 | 40.75 | 4,124 | 40.75 |

TABLE F—PEDESTRIAN ACTIONS

| Pedestrian Actions by Age, Sex and Light Conditions | Persons Killed | | Persons Injured | |
|---|----------------|-----|-----------------|-----|
| | Total | % | Total | % |
| All Pedestrian Actions | 1,000 | 100 | 1,000 | 100 |
| Walking in roadway | 600 | 60 | 600 | 60 |
| Walking in crosswalk | 400 | 40 | 400 | 40 |

TABLE G—DRIVERS OF MOTOR VEHICLES (Including drivers of cars in proper parking location)

| I. Age of Driver | All Accidents | Fatal Accidents |
|-------------------|---------------|-----------------|
| 1. Under 16 years | 13 | 1 |
| 2. 16-17 | 319 | 21 |
| 3. 18-19 | 479 | 31 |
| 4. 20-24 | 1,769 | 112 |
| 5. 25-29 | 3,838 | 247 |
| 6. 30-34 | 4,653 | 315 |
| 7. 35-39 | 4,811 | 345 |
| 8. 40-44 | 4,379 | 342 |
| 9. 45-49 | 3,649 | 281 |
| 10. 50-54 | 2,871 | 219 |
| 11. 55 and over | 1,110 | 76 |
| Total drivers | 29,287 | 2,132 |

| II. Sex of Driver | All Accidents | Fatal Accidents |
|-------------------|---------------|-----------------|
| 1. Male | 26,008 | 1,824 |
| 2. Female | 1,153 | 242 |
| Total drivers | 27,161 | 2,066 |

| III. Race of Driver | All Accidents | Fatal Accidents |
|---------------------|---------------|-----------------|
| 1. White | 28,927 | 2,060 |
| 2. Negro | 1,709 | 153 |
| 3. Other | 546 | 53 |
| Total drivers | 31,182 | 2,266 |

| IV. Residence of Driver | All Accidents | Fatal Accidents |
|--|---------------|-----------------|
| 1. Resident of town with 10,000 population | 5,828 | 55 |
| 2. Resident of city 10,000 to 25,000 pop. | 3,329 | 158 |
| 3. Resident of city 25,000 to 50,000 pop. | 6,827 | 64 |
| 4. Resident of city 50,000 to 100,000 pop. | 17,124 | 127 |
| 5. Resident of city 100,000 and over | 14,108 | 31 |
| 6. Resident of rural area | 4,111 | 31 |
| Total drivers | 35,727 | 342 |

| V. License of Driver | All Accidents | Fatal Accidents |
|--|---------------|-----------------|
| 1. Driving on license | 29,287 | 2,132 |
| 2. No license | 365 | 30 |
| 3. No motor vehicle license in other state | 445 | 14 |
| 4. No license in this state | 47 | 1 |
| 5. License expired | 1,738 | 41 |
| 6. No valid license | 5,927 | 243 |
| Total drivers | 37,759 | 3,269 |

TABLE G—DRIVERS (Continued)

| IX. Driver Violations Indicated | All Accidents | Fatal Accidents |
|---|---------------|-----------------|
| 1. Driver influence of alcohol | 2,700 | 21 |
| 2. Exceeded rated speed limit | 4,759 | 31 |
| 3. Failed to stop at red light and signal | 4,803 | 32 |
| 4. Failed to stop at stop sign | 8,507 | 61 |
| 5. Following too closely | 3,521 | 26 |
| 6. Backward driving | 264 | 1 |
| 7. Passed stopped school bus | 1,249 | 4 |
| 8. Improper passing and cutting in | 1,325 | 14 |
| 9. Turning on left | 75 | 0 |
| 10. Passing on curve | 170 | 3 |
| 11. Failed to yield at stop sign | 4,425 | 30 |
| 12. Failed to yield at stop sign | 2,071 | 21 |
| 13. Improper lane | 1,322 | 4 |
| 14. Drugged while driving | 2,982 | 43 |
| 15. Drugged while operating a vehicle | 325 | 24 |
| 16. Drugged while operating a motor vehicle | 461 | 3 |
| 17. Improper passing from parked position | 455 | 6 |
| 18. Improper passing in lane | 37 | 0 |
| 19. Not wearing seat belt | 1,975 | 24 |
| 20. Other violation | 2,955 | 22 |
| Total drivers | 39,582 | 282 |

| X. Driver's Condition | All Accidents | Fatal Accidents |
|--|---------------|-----------------|
| 1. Had been drinking | 1,814 | 29 |
| 2. Had been drinking and operating a motor vehicle | 1,509 | 24 |
| 3. Had been drinking and operating a motor vehicle | 1,243 | 14 |
| 4. Had been drinking and operating a motor vehicle | 9,927 | 143 |
| 5. Other driver's condition | 134 | 4 |
| 6. Driver's body defect | 14 | 0 |
| 7. Fatigue | 184 | 12 |
| 8. Alcoholism | 428 | 33 |
| 9. Alcoholism and fatigue | 4,624 | 72 |
| 10. Other condition | 2,148 | 54 |
| Total drivers | 20,384 | 209 |

TABLE G—DRIVERS OF MOTOR VEHICLES (Continued)

| XI. Miscellaneous Driver Actions | All Accidents | Fatal Accidents |
|--|---------------|-----------------|
| 1. Driving on license | 29,287 | 2,132 |
| 2. No license | 365 | 30 |
| 3. No motor vehicle license in other state | 445 | 14 |
| 4. No license in this state | 47 | 1 |
| 5. License expired | 1,738 | 41 |
| 6. No valid license | 5,927 | 243 |
| Total drivers | 37,759 | 3,269 |

| XII. Approximate Speed (Exceeding Accidents) | All Accidents | Fatal Accidents |
|--|---------------|-----------------|
| 1. Exceeding 10 mph over posted speed limit | 3,021 | 28 |
| 2. 10-15 mph over limit | 3,411 | 43 |
| 3. 15-20 mph over limit | 1,002 | 21 |
| 4. 20-25 mph over limit | 1,558 | 25 |
| 5. 25-30 mph over limit | 1,114 | 31 |
| 6. 30-35 mph over limit | 1,111 | 21 |
| 7. 35-40 mph over limit | 1,111 | 21 |
| 8. 40-45 mph over limit | 1,111 | 21 |
| 9. 45-50 mph over limit | 1,111 | 21 |
| 10. 50-55 mph over limit | 1,111 | 21 |
| 11. 55-60 mph over limit | 1,111 | 21 |
| 12. 60-65 mph over limit | 1,111 | 21 |
| 13. 65-70 mph over limit | 1,111 | 21 |
| 14. 70 mph over limit | 1,111 | 21 |
| 15. Not stated | 1,111 | 21 |
| Total drivers | 29,287 | 2,132 |

TABLE J—PEDESTRIANS (Continued)

| II. Residence of Pedestrians | All Accidents | Fatal Accidents |
|--|---------------|-----------------|
| 1. Resident of town with 10,000 population | 3,254 | 24 |
| 2. Resident of city 10,000 to 25,000 pop. | 1,772 | 131 |
| 3. Resident of city 25,000 to 50,000 pop. | 2,122 | 118 |
| 4. Resident of city 50,000 to 100,000 pop. | 4,101 | 218 |
| 5. Resident of city 100,000 and over | 4,001 | 184 |
| 6. Resident of rural area | 1,111 | 21 |
| 7. Not stated | 1,222 | 14 |
| Total pedestrians | 22,523 | 528 |

| III. Character of Roadway | All Accidents | Fatal Accidents |
|-------------------------------|---------------|-----------------|
| 1. Straight road | 3,124 | 44 |
| 2. Straight road—broad | 2,621 | 11 |
| 3. Straight road—narrow | 1,211 | 108 |
| 4. Sharp curve or turn | 1,011 | 108 |
| 5. Sharp curve or turn—broad | 1,011 | 11 |
| 6. Sharp curve or turn—narrow | 4,011 | 11 |
| 7. Other roadway | 771 | 17 |
| Total pedestrians | 17,714 | 289 |

TABLE J—PEDESTRIANS (Continued)

| IV. Traffic Control | All Accidents | Fatal Accidents |
|--|---------------|-----------------|
| 1. Stop sign | 44 | 0 |
| 2. Stop sign with flashing red light | 242 | 21 |
| 3. Stop sign with flashing red light | 410 | 75 |
| 4. Stop sign with flashing red light | 1,370 | 118 |
| 5. Stop sign with flashing red light | 1,370 | 118 |
| 6. Stop sign with flashing red light | 1,370 | 118 |
| 7. Stop sign with flashing red light | 1,370 | 118 |
| 8. Stop sign with flashing red light | 1,370 | 118 |
| 9. Stop sign with flashing red light | 1,370 | 118 |
| 10. Stop sign with flashing red light | 1,370 | 118 |
| 11. Stop sign with flashing red light | 1,370 | 118 |
| 12. Stop sign with flashing red light | 1,370 | 118 |
| 13. Stop sign with flashing red light | 1,370 | 118 |
| 14. Stop sign with flashing red light | 1,370 | 118 |
| 15. Stop sign with flashing red light | 1,370 | 118 |
| 16. Stop sign with flashing red light | 1,370 | 118 |
| 17. Stop sign with flashing red light | 1,370 | 118 |
| 18. Stop sign with flashing red light | 1,370 | 118 |
| 19. Stop sign with flashing red light | 1,370 | 118 |
| 20. Stop sign with flashing red light | 1,370 | 118 |
| 21. Stop sign with flashing red light | 1,370 | 118 |
| 22. Stop sign with flashing red light | 1,370 | 118 |
| 23. Stop sign with flashing red light | 1,370 | 118 |
| 24. Stop sign with flashing red light | 1,370 | 118 |
| 25. Stop sign with flashing red light | 1,370 | 118 |
| 26. Stop sign with flashing red light | 1,370 | 118 |
| 27. Stop sign with flashing red light | 1,370 | 118 |
| 28. Stop sign with flashing red light | 1,370 | 118 |
| 29. Stop sign with flashing red light | 1,370 | 118 |
| 30. Stop sign with flashing red light | 1,370 | 118 |
| 31. Stop sign with flashing red light | 1,370 | 118 |
| 32. Stop sign with flashing red light | 1,370 | 118 |
| 33. Stop sign with flashing red light | 1,370 | 118 |
| 34. Stop sign with flashing red light | 1,370 | 118 |
| 35. Stop sign with flashing red light | 1,370 | 118 |
| 36. Stop sign with flashing red light | 1,370 | 118 |
| 37. Stop sign with flashing red light | 1,370 | 118 |
| 38. Stop sign with flashing red light | 1,370 | 118 |
| 39. Stop sign with flashing red light | 1,370 | 118 |
| 40. Stop sign with flashing red light | 1,370 | 118 |
| 41. Stop sign with flashing red light | 1,370 | 118 |
| 42. Stop sign with flashing red light | 1,370 | 118 |
| 43. Stop sign with flashing red light | 1,370 | 118 |
| 44. Stop sign with flashing red light | 1,370 | 118 |
| 45. Stop sign with flashing red light | 1,370 | 118 |
| 46. Stop sign with flashing red light | 1,370 | 118 |
| 47. Stop sign with flashing red light | 1,370 | 118 |
| 48. Stop sign with flashing red light | 1,370 | 118 |
| 49. Stop sign with flashing red light | 1,370 | 118 |
| 50. Stop sign with flashing red light | 1,370 | 118 |
| 51. Stop sign with flashing red light | 1,370 | 118 |
| 52. Stop sign with flashing red light | 1,370 | 118 |
| 53. Stop sign with flashing red light | 1,370 | 118 |
| 54. Stop sign with flashing red light | 1,370 | 118 |
| 55. Stop sign with flashing red light | 1,370 | 118 |
| 56. Stop sign with flashing red light | 1,370 | 118 |
| 57. Stop sign with flashing red light | 1,370 | 118 |
| 58. Stop sign with flashing red light | 1,370 | 118 |
| 59. Stop sign with flashing red light | 1,370 | 118 |
| 60. Stop sign with flashing red light | 1,370 | 118 |
| 61. Stop sign with flashing red light | 1,370 | 118 |
| 62. Stop sign with flashing red light | 1,370 | 118 |
| 63. Stop sign with flashing red light | 1,370 | 118 |
| 64. Stop sign with flashing red light | 1,370 | 118 |
| 65. Stop sign with flashing red light | 1,370 | 118 |
| 66. Stop sign with flashing red light | 1,370 | 118 |
| 67. Stop sign with flashing red light | 1,370 | 118 |
| 68. Stop sign with flashing red light | 1,370 | 118 |
| 69. Stop sign with flashing red light | 1,370 | 118 |
| 70. Stop sign with flashing red light | 1,370 | 118 |
| 71. Stop sign with flashing red light | 1,370 | 118 |
| 72. Stop sign with flashing red light | 1,370 | 118 |
| 73. Stop sign with flashing red light | 1,370 | 118 |
| 74. Stop sign with flashing red light | 1,370 | 118 |
| 75. Stop sign with flashing red light | 1,370 | 118 |
| 76. Stop sign with flashing red light | 1,370 | 118 |
| 77. Stop sign with flashing red light | 1,370 | 118 |
| 78. Stop sign with flashing red light | 1,370 | 118 |
| 79. Stop sign with flashing red light | 1,370 | 118 |
| 80. Stop sign with flashing red light | 1,370 | 118 |
| 81. Stop sign with flashing red light | 1,370 | 118 |
| 82. Stop sign with flashing red light | 1,370 | 118 |
| 83. Stop sign with flashing red light | 1,370 | 118 |
| 84. Stop sign with flashing red light | 1,370 | 118 |
| 85. Stop sign with flashing red light | 1,370 | 118 |
| 86. Stop sign with flashing red light | 1,370 | 118 |
| 87. Stop sign with flashing red light | 1,370 | 118 |
| 88. Stop sign with flashing red light | 1,370 | 118 |
| 89. Stop sign with flashing red light | 1,370 | 118 |
| 90. Stop sign with flashing red light | 1,370 | 118 |
| 91. Stop sign with flashing red light | 1,370 | 118 |
| 92. Stop sign with flashing red light | 1,370 | 118 |
| 93. Stop sign with flashing red light | 1,370 | 118 |
| 94. Stop sign with flashing red light | 1,370 | 118 |
| 95. Stop sign with flashing red light | 1,370 | 118 |
| 96. Stop sign with flashing red light | 1,370 | 118 |
| 97. Stop sign with flashing red light | 1,370 | 118 |
| 98. Stop sign with flashing red light | 1,370 | 118 |
| 99. Stop sign with flashing red light | 1,370 | 118 |
| 100. Stop sign with flashing red light | 1,370 | 118 |
| Total pedestrians | 22,523 | 528 |

TABLE J—PEDESTRIANS (Continued)

| V. Type of Motor Vehicle | All Accidents | Fatal Accidents |
|--------------------------------------|---------------|-----------------|
| 1. Passenger car | 17,714 | 114 |
| 2. Passenger car and light truck | 1,370 | 11 |
| 3. Passenger car and heavy truck | 36 | 2 |
| 4. Truck less than 1 ton | 2,924 | 21 |
| 5. Truck 1 to 2 tons | 2,144 | 17 |
| 6. Truck and trailer | 1,370 | 11 |
| 7. Truck tractor and/or semi-trailer | 1,370 | 11 |
| 8. Other motor vehicle | 1,370 | 11 |
| 9. Motorcycle | 1,370 | 11 |
| 10. Commercial bus | 1,370 | 11 |
| 11. School bus | 1,370 | 11 |
| 12. Motorcycle | 1,370 | 11 |
| 13. Other | 1,370 | 11 |
| 14. Other | 1,370 | 11 |
| 15. Not stated | 1,370 | 11 |
| Total motor vehicles | 33,845 | 242 |

| VI. Experience of Driver | All Accidents | Fatal Accidents |
|--|---------------|-----------------|
| 1. Driving on license | 29,287 | 2,132 |
| 2. No license | 365 | 30 |
| 3. No motor vehicle license in other state | 445 | 14 |
| 4. No license in this state | 47 | 1 |
| 5. License expired | 1,738 | 41 |
| 6. No valid license | 5,927 | 243 |
| Total drivers | 37,759 | 3,269 |

TABLE K—TIME and WEATHER

| I. Hour | All Accidents | Fatal Accidents |
|--------------------------|---------------|-----------------|
| 1. 12:00 AM to 1:00 AM | 154 | 19 |
| 2. 1:00 AM to 2:00 AM | 171 | 27 |
| 3. 2:00 AM to 3:00 AM | 154 | 27 |
| 4. 3:00 AM to 4:00 AM | 154 | 27 |
| 5. 4:00 AM to 5:00 AM | 154 | 27 |
| 6. 5:00 AM to 6:00 AM | 154 | 27 |
| 7. 6:00 AM to 7:00 AM | 154 | 27 |
| 8. 7:00 AM to 8:00 AM | 154 | 27 |
| 9. 8:00 AM to 9:00 AM | 154 | 27 |
| 10. 9:00 AM to 10:00 AM | 154 | 27 |
| 11. 10:00 AM to 11:00 AM | 154 | 27 |
| 12. 11:00 AM to 12:00 PM | 154 | 27 |
| 13. 12:00 PM to 1:00 PM | 154 | 27 |
| 14. 1:00 PM to 2:00 PM | 154 | 27 |
| 15. 2:00 PM to 3:00 PM | 154 | 27 |
| 16. 3:00 PM to 4:00 PM | 154 | 27 |
| 17. 4:00 PM to 5:00 PM | 154 | 27 |
| 18. 5:00 PM to 6:00 PM | 154 | 27 |
| 19. 6:00 PM to 7:00 PM | 154 | 27 |
| 20. 7:00 PM to 8:00 PM | 154 | 27 |
| 21. 8:00 PM to 9:00 PM | 154 | 27 |
| 22. 9:00 PM to 10:00 PM | 154 | 27 |
| 23. 10:00 PM to 11:00 PM | 154 | 27 |
| 24. 11:00 PM to 12:00 AM | 154 | 27 |
| 25. Not stated | 154 | 27 |
| Total accidents | 3,734 | 483 |

TABLE K—TIME and WEATHER

| II. Day of Week | All Accidents | Fatal Accidents |
|-----------------|---------------|-----------------|
| 1. Sunday | 1,183 | 121 |
| 2. Monday | 1,183 | 121 |
| 3. Tuesday | 1,183 | 121 |
| 4. Wednesday | 1,183 | 121 |
| 5. Thursday | 1,183 | 121 |
| 6. Friday | 1,183 | 121 |
| 7. Saturday | 1,183 | 121 |
| 8. Sunday | 1,183 | 121 |
| 9. Monday | 1,183 | 121 |
| 10. Tuesday | 1,183 | 121 |
| 11. Wednesday | 1,183 | 121 |
| 12. Thursday | 1,183 | 121 |
| 13. Friday | 1,183 | 121 |
| 14. Saturday | 1,183 | 121 |
| 15. Not stated | 1,183 | 121 |
| Total accidents | 17,714 | 1,669 |

TABLE K—TIME and WEATHER

| III. Light Conditions | All Accidents | Fatal Accidents |
|-----------------------|---------------|-----------------|
| 1. Daylight | 3,660 | 403 |
| 2. Night | 1,183 | 121 |
| 3. Dawn | 1,183 | 121 |
| 4. Dusk | 1,183 | 121 |
| 5. Not stated | 1,183 | 121 |
| Total accidents | 8,292 | 877 |

| IV. Weather | All Accidents | Fatal Accidents |
|-----------------|---------------|-----------------|
| 1. Clear | 4,188 | 299 |
| 2. Cloudy | 6,009 | 461 |
| 3. Rain | 1,183 | 121 |
| 4. Snow | 1,183 | 121 |
| 5. Fog | 1,183 | 121 |
| 6. Other | 1,183 | 121 |
| 7. Not stated | 1,183 | 121 |
| Total accidents | 27,334 | 2,096 |

SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENTS
 NORTH CAROLINA

TABLE A--TYPE OF ACCIDENT, URBAN-RURAL LOCATION

| I. Type of Accident | No. of Accidents | | No. of Persons | | Comparative Totals | | Change from 1967 |
|--|------------------|-------------|----------------|---------|--------------------|-----------------------|------------------|
| | All | Urban-Rural | Total | Injured | This Year to Date | Same Period Last Year | |
| 1. Collision of motor vehicles | 2047 | 1884 | 748 | 1882 | 3037 | 2007 | 1030 |
| 2. Pedestrian | 601 | 507 | 296 | 282 | 1071 | 1007 | 64 |
| 3. Other motor vehicle | 101 | 82 | 44 | 44 | 103 | 104 | -3 |
| 4. Street car | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| 5. Automobile vs. bicycle | 19 | 2 | 18 | 20 | 39 | 20 | 19 |
| 6. Motorcycle | 477 | 451 | 15 | 15 | 47 | 47 | 0 |
| 7. Animal | 515 | 51 | 473 | 51 | 564 | 514 | 50 |
| 8. Pedestrian vs. motor vehicle | 295 | 28 | 267 | 267 | 318 | 267 | 51 |
| 9. Pedestrian vs. bicycle | 51 | 1 | 50 | 50 | 51 | 51 | 0 |
| 10. Pedestrian vs. motorcycle | 12 | 1 | 11 | 11 | 11 | 11 | 0 |
| 11. Pedestrian vs. street car | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| 12. Pedestrian vs. other motor vehicle | 174 | 11 | 163 | 163 | 174 | 174 | 0 |
| 13. All other accidents | 2774 | 1047 | 1727 | 1727 | 3153 | 2487 | 666 |

TABLE B--AGE, SEX, and RACE of KILLED and INJURED PERSONS

| Age Group and Race | Persons Killed | | Persons Injured | | Total |
|--------------------|----------------|--------|-----------------|--------|-------|
| | Male | Female | Male | Female | |
| 1. 0-4 years | 51 | 22 | 54 | 24 | 75 |
| 2. 5-9 years | 48 | 27 | 49 | 23 | 77 |
| 3. 10-14 years | 37 | 18 | 38 | 18 | 55 |
| 4. 15-19 years | 141 | 81 | 16 | 8 | 227 |
| 5. 20-24 years | 142 | 101 | 41 | 16 | 243 |
| 6. 25-29 years | 175 | 159 | 24 | 12 | 334 |
| 7. 30-34 years | 133 | 133 | 17 | 14 | 267 |
| 8. 35-39 years | 104 | 84 | 29 | 10 | 217 |
| 9. 40-44 years | 57 | 65 | 27 | 20 | 149 |
| 10. 45-49 years | 33 | 36 | 14 | 29 | 102 |
| 11. 50-54 years | 69 | 77 | 13 | 28 | 146 |
| 12. 55 and over | 1078 | 855 | 261 | 329 | 1363 |

TABLE C - IMPORTANT CIRCUMSTANCES and CONDITIONS

| All Types of Accidents | Persons Killed | | Persons Injured | | Total |
|--|----------------|--------|-----------------|--------|-------|
| | Male | Female | Male | Female | |
| 1. Driver negligent | 1417 | 841 | 171 | 216 | 2574 |
| 2. Driver defective | 176 | 115 | 242 | 201 | 377 |
| 3. Driver vehicle obscured | 450 | 235 | 147 | 165 | 637 |
| 4. Vehicle defects | 659 | 335 | 116 | 69 | 1053 |
| 5. Pedestrian negligent or obscured | 191 | 226 | 213 | 92 | 416 |
| 6. Pedestrian negligent, obscured, defective | 298 | 143 | 108 | 47 | 449 |
| 7. Road defects | 1403 | 832 | 451 | 129 | 2235 |
| 8. Other | 215 | 497 | 242 | 70 | 764 |
| 9. Weather (rain, fog, snow, etc.) | 222 | 175 | 38 | 6 | 395 |
| 10. All other accidents | 542 | 377 | 211 | 14 | 934 |
| 11. Total all accidents | 3220 | 1830 | 1101 | 377 | 5428 |

TABLE D--CUMULATIVE MILEAGE DEATH RATES

| Motor Vehicle Traffic Deaths | This Year | Last Year | Percent Change |
|---|-----------|-----------|----------------|
| 1. Motor vehicle traffic deaths | 229 | 119 | + 93.3% |
| 2. Estimated motor vehicle mileage traveled | 3714 | 1938 | + 91.8% |
| 3. Deaths rate per 100,000,000 miles-travel | 6.2 | 6.2 | 0% |

TABLE E--DIRECTIONAL ANALYSIS

An accident consisting of a number of accidents, embankment, etc. is classified according to the first event

| I. Pedestrian Accidents | All Accidents | | At Intersections | | Non-Fatal Injury Accidents | | New Injuries |
|-------------------------|---------------|-------|------------------|-------|----------------------------|-------|--------------|
| | Total | Fatal | Total | Fatal | Total | Fatal | |
| 1. One turning right | 188 | 23 | 15 | 8 | 131 | 17 | 115 |
| 2. One turning left | 44 | 1 | 1 | 1 | 43 | 0 | 43 |
| 3. One backing | 107 | 4 | 1 | 1 | 106 | 3 | 103 |
| 4. All other | 55 | 2 | 1 | 1 | 54 | 1 | 53 |
| 5. All other | 50 | 1 | 1 | 1 | 49 | 0 | 49 |
| Total | 344 | 31 | 18 | 11 | 383 | 21 | 370 |

TABLE F--PEDESTRIAN ACTIONS

| Pedestrian Actions by Age, Sex and Light Conditions | Total Pedestrians | | Age | | | | | | | | | | | | Sex | | | Light Conditions | | | | | | | | | | |
|---|-------------------|-------|-----|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------------------|-------|-------|-------|-------|------|------|--------|------|----------|-------|
| | Total | Fatal | 0-4 | 5-9 | 10-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-74 | 75-79 | 80-84 | 85-89 | 90-94 | 95-99 | 100+ | Male | Female | Dark | Daylight | Light |
| 1. Crossing at intersection with signal | 142 | 5 | 7 | 17 | 33 | 45 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2. Crossing at intersection without signal | 164 | 7 | 4 | 20 | 41 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 3. Crossing at signal | 14 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 4. Crossing at signal | 352 | 17 | 11 | 106 | 225 | 4 | 4 | 22 | 27 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 5. Crossing at intersection with signal | 12 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 6. Crossing at intersection without signal | 19 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 7. Crossing at signal | 11 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 8. Crossing at intersection with signal | 28 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 9. Crossing at intersection without signal | 41 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 10. Crossing at signal | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 11. Crossing at intersection with signal | 29 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 12. Crossing at intersection without signal | 49 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 13. Crossing at signal | 14 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 14. Crossing at intersection with signal | 13 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 15. Crossing at intersection without signal | 20 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Total pedestrians | 2284 | 109 | 317 | 677 | 891 | 144 | 147 | 352 | 367 | 182 | 144 | 147 | 352 | 367 | 182 | 144 | 147 | 352 | 367 | 182 | 144 | 147 | 352 | 367 | 182 | 144 | 147 | 352 |

PERSONS KILLED

| MONTH | Urban | Rural | Total | MONTH | Urban | Rural | Total |
|----------|-------|-------|-------|-------|-------|-------|-------|
| January | 15 | 67 | 82 | April | 16 | 95 | 111 |
| February | 18 | 61 | 79 | May | 20 | 77 | 97 |
| March | 10 | 60 | 70 | June | 17 | 88 | 105 |
| | | | | TOTAL | 96 | 448 | 544 |

REPORTED MOTOR VEHICLE TRAFFIC FATALITIES

| MONTH | 1958 | 1959 | 1960 | MONTH | 1958 | 1959 | 1960 |
|----------|------|------|------|-------|------|------|------|
| January | 55 | 115 | 82 | April | 75 | 98 | 111 |
| February | 74 | 72 | 79 | May | 91 | 93 | 97 |
| March | 71 | 92 | 70 | June | 72 | 78 | 105 |
| | | | | TOTAL | 438 | 548 | 544 |

TOTAL ACCIDENTS

| MONTH | Urban | Rural | Total | MONTH | Urban | Rural | Total |
|----------|-------|-------|-------|-------|--------|--------|--------|
| January | 2,122 | 2,592 | 4,714 | April | 2,009 | 2,427 | 4,436 |
| February | 2,307 | 2,277 | 4,584 | May | 2,075 | 2,598 | 4,673 |
| March | 2,493 | 2,634 | 5,127 | June | 1,882 | 2,320 | 4,202 |
| | | | | TOTAL | 12,888 | 14,848 | 27,736 |

REPORTED MOTOR VEHICLE TRAFFIC ACCIDENTS

| MONTH | 1958 | 1959 | 1960 | MONTH | 1958 | 1959 | 1960 |
|----------|-------|-------|-------|-------|--------|--------|--------|
| January | 4,031 | 4,285 | 4,714 | April | 3,572 | 4,145 | 4,436 |
| February | 3,795 | 3,672 | 4,584 | May | 3,936 | 4,536 | 4,673 |
| March | 3,550 | 4,344 | 5,127 | June | 3,854 | 4,078 | 4,202 |
| | | | | TOTAL | 22,738 | 25,060 | 27,736 |

PERSONS INJURED

| MONTH | Urban | Rural | Total | MONTH | Urban | Rural | Total |
|----------|-------|-------|-------|-------|-------|-------|--------|
| January | 921 | 1,050 | 1,971 | April | 1,000 | 1,181 | 2,181 |
| February | 977 | 959 | 1,936 | May | 1,038 | 1,230 | 2,268 |
| March | 807 | 975 | 1,782 | June | 962 | 1,066 | 2,028 |
| | | | | TOTAL | 5,705 | 6,461 | 12,166 |

REPORTED PERSONS INJURED

| MONTH | 1958 | 1959 | 1960 | MONTH | 1958 | 1959 | 1960 |
|----------|-------|-------|-------|-------|-------|--------|--------|
| January | 1,612 | 1,816 | 1,971 | April | 1,468 | 1,830 | 2,181 |
| February | 1,334 | 1,482 | 1,936 | May | 1,707 | 2,092 | 2,268 |
| March | 1,398 | 1,899 | 1,782 | June | 1,786 | 1,867 | 2,028 |
| | | | | TOTAL | 9,305 | 10,988 | 12,166 |

FATAL ACCIDENTS AND PERSONS KILLED BY CITIES AND TOWNS

| Cities and Towns | Fatal Accidents | Persons Killed | Cities and Towns | Fatal Accidents | Persons Killed | Cities and Towns | Fatal Accidents | Persons Killed |
|--------------------------|--------------------|-------------------|-------------------------|--------------------|-------------------|--------------------------|--------------------|-------------------|
| Asheville | 2 | 2 | Hickory | 1 | 1 | Reidsville | 2 | 5 |
| Burlington | 1 | 1 | High Point | 4 | 6 | Rockingham | 1 | 1 |
| Charlotte | 18 | 21 | Jacksonville | 1 | 1 | Rocky Mount | 1 | 1 |
| Draper | 2 | 2 | Kinston | 1 | 1 | Southern Pines | 1 | 1 |
| Durham | 6 | 6 | Lenoir | 1 | 1 | Spray | 1 | 1 |
| Edenton | 1 | 1 | Lexington | 1 | 1 | Thomasville | 1 | 1 |
| Fayetteville | 5 | 5 | Lumberton | 4 | 4 | Wadesboro | 1 | 1 |
| Forest City | 1 | 1 | Morehead City | 1 | 1 | Whiteville | 1 | 1 |
| Goldsboro | 4 | 4 | New Bern | 1 | 1 | Wilmington | 1 | 1 |
| Greensboro | 6 | 6 | Oxford | 1 | 1 | Wilson | 1 | 1 |
| Greenville | 1 | 1 | Plymouth | 1 | 1 | Winston-Salem | 3 | 3 |
| Hendersonville | 2 | 2 | Raleigh | 8 | 8 | TOTAL | 88 | 96 |

PEDESTRIAN FATALITIES BY COUNTIES

| County | Pedestrians Killed | County | Pedestrians Killed | County | Pedestrians Killed | County | Pedestrians Killed |
|----------------------|-----------------------|--------------------|-----------------------|-----------------------|-----------------------|----------------------|-----------------------|
| Alexander | 1 | Dare | 1 | Mecklenburg | 2 | Robeson | 5 |
| Brunswick | 1 | Durham | 2 | Montgomery | 2 | Rockingham | 2 |
| Buncombe | 4 | Forsyth | 2 | Moore | 2 | Rowan | 1 |
| Cabarrus | 1 | Franklin | 2 | Nash | 1 | Rutherford | 1 |
| Caldwell | 2 | Gaston | 1 | Northampton | 4 | Sampson | 2 |
| Chatham | 1 | Greene | 1 | Onslow | 1 | Surry | 1 |
| Cherokee | 2 | Guilford | 2 | Pender | 1 | Union | 3 |
| Cleveland | 2 | Hertford | 1 | Person | 1 | Wake | 1 |
| Columbus | 3 | Johnston | 1 | Pitt | 1 | Wilkes | 1 |
| Cumberland | 1 | Madison | 2 | Polk | 1 | Wilson | 2 |
| Currituck | 1 | McDowell | 1 | Randolph | 2 | TOTAL | 72 |

PEDESTRIAN FATALITIES BY MUNICIPALITIES

| Cities and Towns | Pedestrians Killed | Cities and Towns | Pedestrians Killed | Cities and Towns | Pedestrians Killed |
|------------------------|-----------------------|-----------------------|-----------------------|--------------------------|-----------------------|
| Asheville | 1 | Greenville | 1 | Southern Pines | 1 |
| Charlotte | 11 | Hickory | 1 | Thomasville | 1 |
| Draper | 1 | Kinston | 1 | Wadesboro | 1 |
| Durham | 2 | Lumberton | 3 | Wilmington | 1 |
| Fayetteville | 2 | Plymouth | 1 | Winston-Salem | 2 |
| Goldsboro | 3 | Raleigh | 5 | TOTAL | 41 |
| Greensboro | 2 | Rocky Mount | 1 | | |