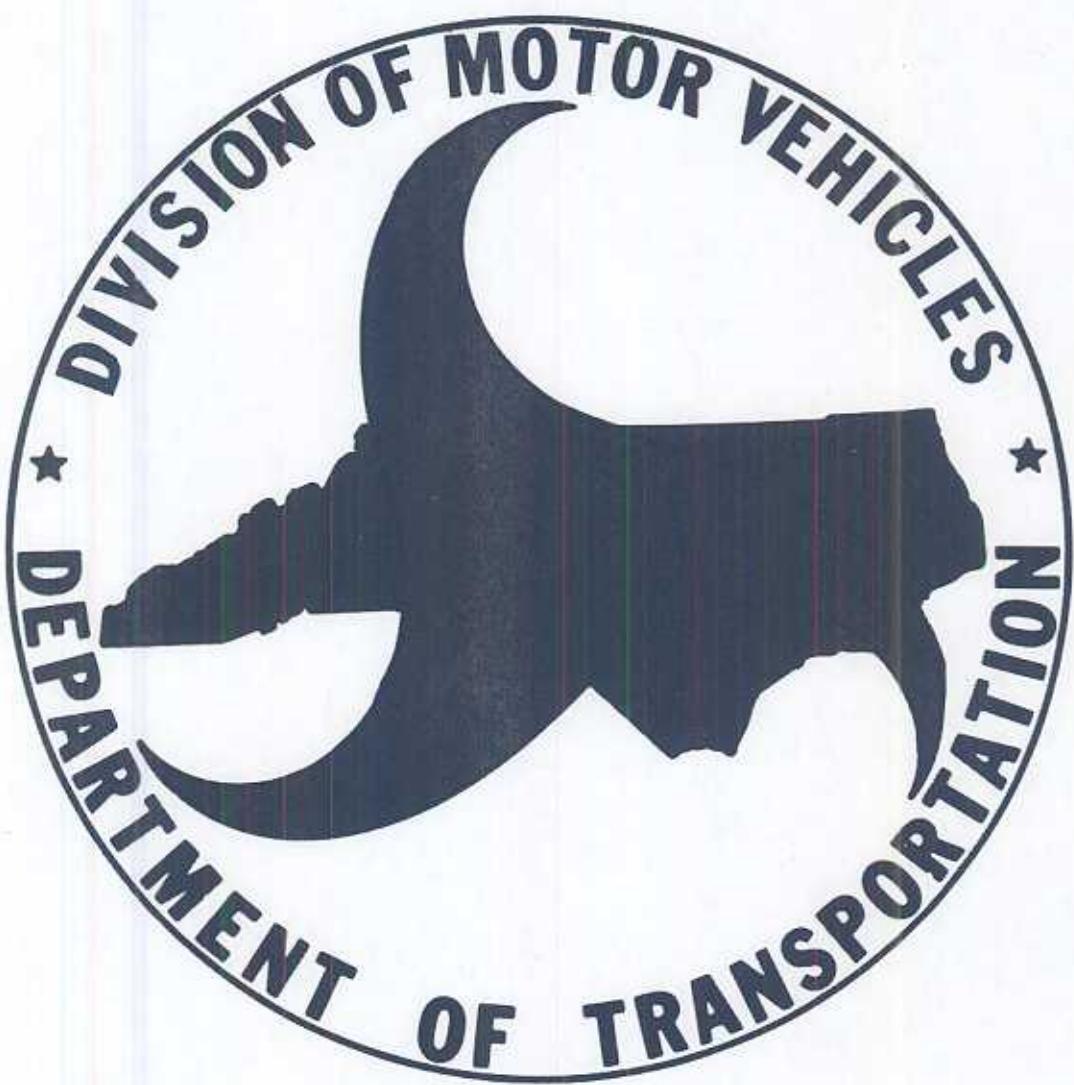




NORTH CAROLINA

TRAFFIC ACCIDENT FACTS

1974



AN ILLUSTRATED ANALYSIS OF 1974
MOTOR VEHICLE ACCIDENT STATISTICS

STATE OF NORTH CAROLINA



An Illustrated Analysis of 1974 TRAFFIC ACCIDENT FACTS

*James E. Holshouser, Governor
State of North Carolina*

*Jacob F. Alexander, Secretary
Department of Transportation*

*Edward L. Powell, Commissioner
Division of Motor Vehicles*

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Traffic Records Section*

*Prepared By:
Traffic Data Branch
Traffic Records Section*



STATE OF NORTH CAROLINA

GOVERNOR'S OFFICE

RALEIGH 27611

JAMES E. HOLSHouser, JR.
GOVERNOR

GOVERNOR'S MESSAGE

There should be no idle thoughts concerning the value of statistical data in our today's society. Predictions are something to dream about but FACTS are realities which must be faced but not always accepted.

"North Carolina Traffic Accident Facts 1974" is based upon actual events involving the citizens of our State. These FACTS merit the attention and respect of concerned citizens, news media, public service groups and government leaders.

Proudly we point to statistics which reflect achievement, while others present a challenge for those who have the responsibility of using these FACTS to evaluate present Highway Safety Programs.

Clear, informed voices must be raised, together with tireless and dedicated efforts, in our continuing role to make North Carolina's safety record one for which we can point with pride.



A handwritten signature in black ink, appearing to read "James E. Holshouser, Jr."

James E. Holshouser, Jr.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION AND HIGHWAY SAFETY
RALEIGH 27611



JAMES E. HOLSHouser, JR.
GOVERNOR

J. F. ALEXANDER
SECRETARY

SECRETARY'S MESSAGE

Developing criteria for a concise and accurate analysis of our traffic safety problem is a major responsibility, but its value is significant. True there are grim statistics but these must be utilized to point out the areas for greater concentration and more dedicated effort to reduce accidents and fatalities.

To face the realization that in 1974 forty-four percent of all fatal accidents occurred on rural paved roads in itself furnishes direction for action. Traffic control has a history which dates back farther than the creation of the North Carolina Highway Patrol in 1929, but changes in travel patterns have resulted in unsolved problems despite increased enforcement personnel, improved highways and a more educated public.

There has been noteworthy progress in traffic safety promotion in spite of increased motor vehicle registration and miles traveled each year but when motor vehicle traffic deaths in North Carolina have passed the 1,000 mark for twenty-eight recent years, it is time to pause and re-evaluate our efforts.

We must accept the fact that the success of highway transportation has created problems in traffic safety but we know that with the continued interest and cooperation of each of us, there will be a safer tomorrow for all who travel our highways.

State of North Carolina



Division of Motor Vehicles

Department of Transportation

J. F. ALEXANDER
SECRETARY

EDWARD L. POWELL
COMMISSIONER

J. M. PENNY
EDWARD H. WADE
J. W. NORTON, JR.
ASST. COMMISSIONERS



COMMISSIONER'S MESSAGE

"North Carolina Traffic Accident Facts" merits commendation. It is an excellent compilation of where we have been - where we are - and where we must concentrate our future safety promotional efforts.

There is an appalling social and economic cost for traffic accidents which calls for improved driver education, law enforcement and safety management as well as a safety-oriented public.

If we are to solve the difficult traffic safety problems facing us today, we must marshal our best intellectual forces at all levels. We cannot afford time for complacency in spite of some areas of progress as reflected in these FACTS. Our interest and concentration to reduce highway accidents and fatalities must not be allowed to become regressive.

With increased attention to the driver and to the correction of highway inadequacies, plus our well-established programs, a balanced program to improve our traffic safety record is possible. We must also recognize the fact that any program which affects human actions cannot be achieved unless it has the understanding and support of the public.

The time is NOW for all of us to focus attention upon the major elements of the problem - the driver, the vehicle and the highway. By so doing, it is hoped there will be less opportunity to translate fatality statistics into the human misery they represent.

Sincerely,

The signature of Edward L. Powell, written in cursive ink.

Edward L. Powell

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1974 COMPOSITE ACCIDENT PICTURE

North Carolina Motor Vehicle Traffic Deaths have passed the 1,000 mark for TWENTY-EIGHT recent years: 1935, 1936, 1937, 1941, 1946, 1951, 1952, 1953, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, and 1974.

68,104 persons injured, 5.5% decrease for 1973.

121,552 traffic accidents reported, 3.4% decrease from 1973.

32% of ALL ACCIDENTS involved only ONE VEHICLE .

1 out of every 20 registered vehicles was involved in an accident.

2:00 p.m. to 6:00 p.m. was the highest accident period for urban areas.

3:00 p.m. to 7:00 p.m. was the highest accident period for rural areas.

54% of FATAL accidents occurred during NIGHT hours.

35% of ALL accidents occurred during NIGHT hours.

Friday was the highest accident day with 19% of ALL ACCIDENTS.

55% of FATAL ACCIDENTS occurred on Friday, Saturday, and Sunday.

One person KILLED every 6 hours.

One person INJURED every 8 minutes.

One ACCIDENT reported every 4 minutes.

31 persons were killed for each 100,000 population.

79 Motorcyclists were involved in FATAL ACCIDENTS.

28 MALE bicyclists were killed - 6 FEMALE.

Only sixty-seven FEMALE bicyclists have been killed during the past 25 years. TWO occurred during 1950, ONE in 1953, ONE in 1954, FOUR in 1955, ONE in 1956, TWO in 1957, TWO in 1958, ONE in 1959, SIX in 1960, TWO in 1961, TWO in 1962, THREE in 1963, THREE in 1964, THREE in 1965, FIVE in 1967, THREE in 1968, ONE in 1969, TWO in 1970, FOUR in 1971, SIX in 1972, SEVEN in 1973, and SIX in 1974.

1 out of every 16 LICENSED DRIVERS was involved in an accident.

Ratio of persons INJURED to KILLED was 43 to 1.

Number of people KILLED per 100 fatal accidents was 115 (1.15 people per fatal accident).

1974 Composite Accident Picture (Continued)

"SPEEDING" was the leading violation in FATAL accidents.

6% of ALL accidents and 7% of FATAL accidents involved mechanical defects.

18% of the drivers in FATAL ACCIDENTS were known to have been drinking.

Drinking is a known factor in 19% of all injury accidents.

81% of the FATAL ACCIDENTS occurred in RURAL areas.

IN RURAL AREAS 27% OF ALL ACCIDENTS occurred on U. S. NUMBERED HIGHWAYS,
3% on INTERSTATE NUMBERED HIGHWAY, 21% on N. C. STATE NUMBERED HIGHWAYS,
45% on RURAL PAVED ROADS, and 4% on DIRT AND GRAVEL ROADS.

1 out of 8 PEDESTRIANS involved in an accident was killed.

20% of ALL FATAL ACCIDENTS INVOLVED PEDESTRIANS.

19% of ALL FATALITIES were PEDESTRIANS.

21% of PEDESTRIAN FATALITIES were children under 10 years of age.

72% of the FATAL PEDESTRIAN accidents occurred in RURAL areas.

42% of PEDESTRIANS KILLED were killed while crossing NOT at an intersection, while 7%
were crossing AT an intersection.

10% of PEDESTRIANS KILLED were killed while WALKING IN ROADWAY - WITH TRAFFIC.

17% of the PEDESTRIANS killed in TRAFFIC ACCIDENTS had been drinking.

In 77% of ALL ACCIDENTS at least one driver was IN VIOLATION of a traffic law.

IN RURAL AREAS:

Interstate had 3% of FATAL ACCIDENTS.

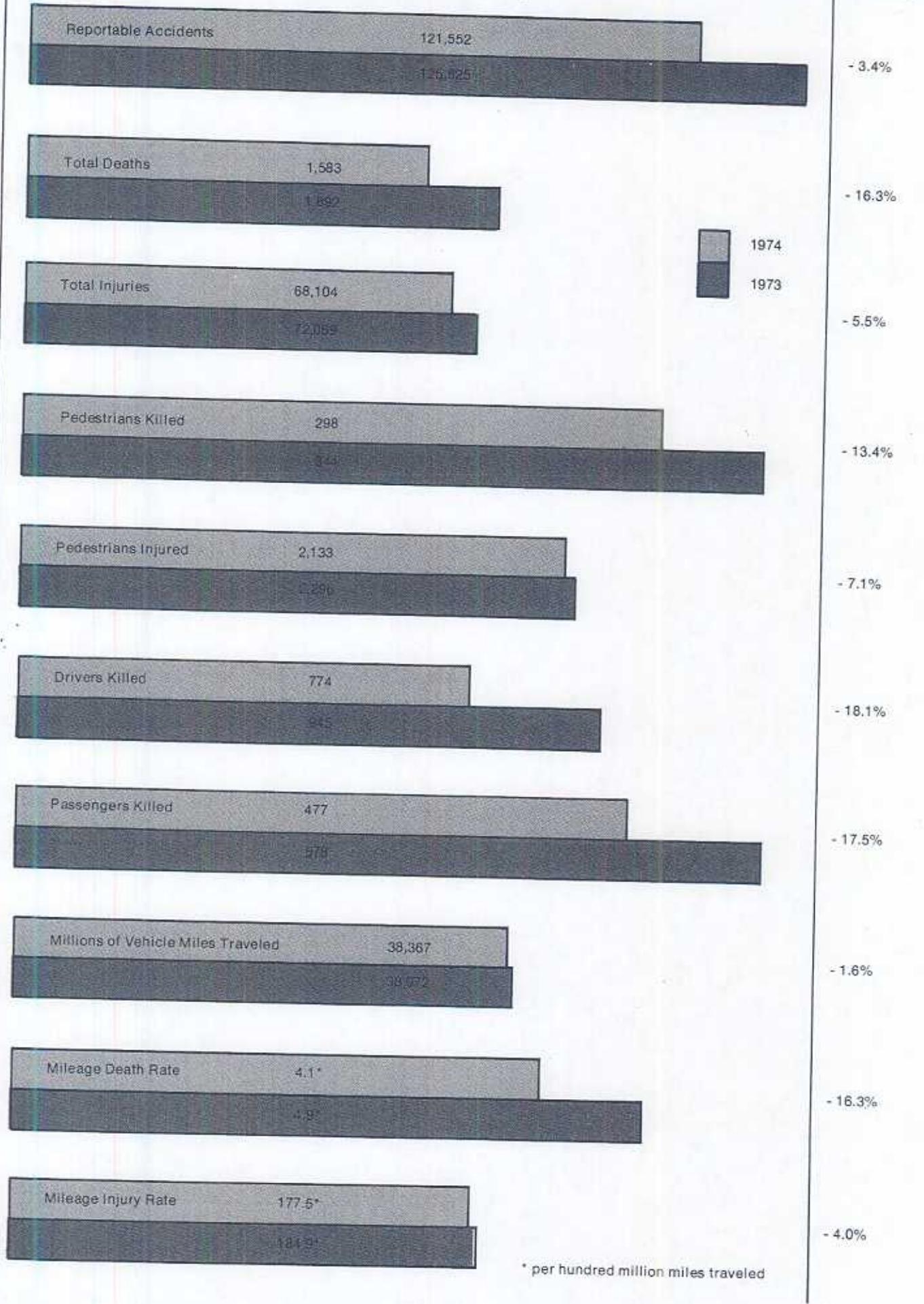
U. S. Highways had 29% of FATAL ACCIDENTS.

N. C. Highways had 21% of FATAL ACCIDENTS.

Rural Paved Roads had 44% of FATAL ACCIDENTS.

Dirt and Gravel had 2% of FATAL ACCIDENTS.

SUMMARY 1974 - 1973



FATALITIES BY COUNTIES
1945 - 1974

| COUNTIES | TOTAL | | | | | | | | | | | | | | | | | | | | | | |
|------------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | 1945 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 | |
| Alamance | 106 | 12 | 15 | 18 | 16 | 10 | 23 | 17 | 22 | 18 | 12 | 17 | 26 | 27 | 35 | 25 | 16 | 27 | 17 | 29 | 25 | 18 | 531 |
| Alexander | 28 | 1 | 2 | 2 | 3 | 4 | 5 | 4 | 7 | 4 | 5 | 5 | 6 | 10 | 4 | 7 | 5 | 4 | 6 | 5 | 7 | 131 | |
| Alleghany | 14 | 2 | 3 | 3 | 1 | 1 | 2 | 1 | 6 | 2 | 0 | 1 | 4 | 2 | 2 | 6 | 4 | 3 | 3 | 2 | 1 | 2 | 65 |
| Anson | 65 | 3 | 9 | 8 | 4 | 7 | 5 | 9 | 7 | 10 | 18 | 7 | 10 | 14 | 8 | 9 | 13 | 9 | 16 | 12 | 16 | 8 | 267 |
| Ashe | 23 | 3 | 3 | 3 | 5 | 1 | 5 | 4 | 3 | 8 | 2 | 5 | 3 | 3 | 8 | 4 | 8 | 3 | 1 | 3 | 0 | 106 | |
| Avery | 16 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 4 | 1 | 2 | 7 | 7 | 3 | 1 | 5 | 2 | 5 | 4 | 4 | 2 | 5 | 72 |
| Beaufort | 68 | 13 | 20 | 14 | 11 | 13 | 11 | 14 | 12 | 9 | 14 | 15 | 18 | 17 | 13 | 17 | 16 | 10 | 23 | 16 | 14 | 22 | 380 |
| Bertie | 54 | 9 | 6 | 5 | 8 | 7 | 3 | 8 | 11 | 7 | 11 | 7 | 6 | 11 | 12 | 5 | 11 | 14 | 4 | 10 | 9 | 10 | 227 |
| Bladen | 85 | 5 | 11 | 8 | 5 | 9 | 9 | 11 | 13 | 8 | 12 | 15 | 10 | 12 | 16 | 14 | 24 | 22 | 18 | 18 | 13 | 13 | 351 |
| Brunswick | 60 | 13 | 6 | 13 | 9 | 19 | 11 | 10 | 10 | 19 | 7 | 10 | 15 | 12 | 17 | 22 | 20 | 16 | 19 | 24 | 24 | 23 | 379 |
| Buncombe | 229 | 23 | 24 | 16 | 27 | 20 | 23 | 24 | 30 | 28 | 28 | 40 | 30 | 43 | 27 | 25 | 39 | 31 | 35 | 26 | 37 | 34 | 839 |
| Burke | 102 | 10 | 11 | 2 | 15 | 10 | 9 | 12 | 14 | 22 | 15 | 18 | 20 | 25 | 31 | 20 | 24 | 27 | 21 | 22 | 30 | 28 | 488 |
| Cabarrus | 91 | 19 | 12 | 19 | 17 | 11 | 15 | 22 | 14 | 25 | 14 | 14 | 17 | 32 | 25 | 22 | 22 | 8 | 17 | 32 | 20 | 16 | 484 |
| Caldwell | 64 | 7 | 9 | 12 | 16 | 7 | 15 | 13 | 12 | 8 | 14 | 18 | 22 | 20 | 24 | 14 | 14 | 19 | 13 | 15 | 15 | 18 | 369 |
| Camden | 23 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 6 | 3 | 4 | 3 | 2 | 1 | 4 | 6 | 2 | 3 | 1 | 1 | 67 |
| Carteret | 63 | 6 | 11 | 10 | 7 | 6 | 11 | 10 | 11 | 3 | 9 | 13 | 18 | 11 | 14 | 16 | 16 | 10 | 13 | 19 | 23 | 13 | 308 |
| Caswell | 40 | 3 | 8 | 6 | 5 | 7 | 5 | 6 | 9 | 10 | 5 | 17 | 9 | 9 | 11 | 6 | 17 | 13 | 11 | 14 | 6 | 11 | 228 |
| Catawba | 87 | 18 | 24 | 27 | 14 | 26 | 24 | 21 | 24 | 18 | 27 | 22 | 35 | 45 | 45 | 45 | 45 | 35 | 35 | 45 | 20 | 660 | |
| Chatham | 74 | 14 | 10 | 7 | 11 | 7 | 16 | 17 | 6 | 16 | 18 | 10 | 15 | 13 | 21 | 21 | 24 | 10 | 25 | 25 | 19 | 17 | 390 |
| Cherokee | 35 | 1 | 5 | 7 | 8 | 2 | 1 | 7 | 3 | 7 | 6 | 3 | 7 | 0 | 13 | 6 | 7 | 3 | 7 | 1 | 4 | 6 | 139 |
| Chowan | 31 | 1 | 2 | 0 | 3 | 3 | 5 | 1 | 1 | 5 | 1 | 2 | 0 | 8 | 2 | 7 | 4 | 4 | 4 | 3 | 1 | 89 | |
| Clay | 10 | 2 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 5 | 0 | 32 |
| Cleveland | 120 | 14 | 15 | 18 | 10 | 17 | 25 | 14 | 15 | 16 | 19 | 22 | 21 | 19 | 21 | 30 | 18 | 22 | 22 | 17 | 25 | 24 | 524 |
| Columbus | 120 | 23 | 28 | 14 | 15 | 17 | 11 | 19 | 16 | 25 | 26 | 12 | 19 | 32 | 24 | 27 | 23 | 22 | 37 | 35 | 39 | 24 | 608 |
| Craven | 133 | 21 | 15 | 17 | 14 | 10 | 13 | 19 | 13 | 16 | 16 | 11 | 21 | 15 | 20 | 17 | 34 | 22 | 26 | 18 | 24 | 17 | 512 |
| Cumberland | 262 | 32 | 30 | 39 | 44 | 31 | 32 | 39 | 35 | 31 | 40 | 43 | 38 | 57 | 73 | 64 | 65 | 42 | 53 | 61 | 54 | 38 | 1203 |
| Currin | 35 | 3 | 3 | 2 | 2 | 4 | 0 | 7 | 3 | 3 | 6 | 3 | 3 | 9 | 8 | 5 | 8 | 5 | 4 | 12 | 8 | 9 | 142 |
| Dare | 24 | 2 | 2 | 9 | 1 | 10 | 5 | 3 | 6 | 3 | 4 | 1 | 10 | 6 | 8 | 9 | 7 | 6 | 3 | 5 | 6 | 132 | |
| Davidson | 109 | 13 | 24 | 21 | 24 | 16 | 22 | 19 | 15 | 27 | 30 | 24 | 35 | 34 | 30 | 33 | 35 | 41 | 38 | 40 | 41 | 30 | 701 |
| Davie | 45 | 3 | 7 | 5 | 3 | 2 | 8 | 5 | 6 | 11 | 6 | 22 | 9 | 14 | 8 | 9 | 8 | 9 | 12 | 8 | 4 | 7 | 211 |
| Duplin | 90 | 9 | 12 | 15 | 10 | 18 | 11 | 17 | 15 | 14 | 15 | 10 | 12 | 12 | 13 | 13 | 22 | 19 | 20 | 17 | 26 | 12 | 407 |
| Durham | 139 | 9 | 15 | 15 | 16 | 26 | 15 | 20 | 14 | 16 | 21 | 37 | 31 | 36 | 37 | 21 | 36 | 22 | 22 | 27 | 12 | 624 | |
| Edgecombe | 89 | 15 | 11 | 12 | 9 | 16 | 17 | 14 | 17 | 16 | 14 | 17 | 20 | 10 | 27 | 23 | 17 | 18 | 17 | 20 | 16 | 424 | |
| Forsyth | 207 | 32 | 15 | 27 | 24 | 26 | 29 | 30 | 36 | 31 | 33 | 28 | 39 | 40 | 37 | 54 | 57 | 56 | 46 | 54 | 51 | 44 | 996 |
| Franklin | 87 | 10 | 8 | 11 | 11 | 15 | 5 | 13 | 7 | 10 | 11 | 14 | 6 | 10 | 7 | 10 | 13 | 11 | 17 | 21 | 27 | 14 | 338 |
| Gaston | 171 | 19 | 16 | 23 | 20 | 25 | 32 | 18 | 30 | 35 | 25 | 22 | 41 | 34 | 40 | 35 | 34 | 36 | 32 | 34 | 40 | 36 | 798 |
| Gates | 23 | 6 | 5 | 6 | 2 | 3 | 6 | 5 | 2 | 11 | 7 | 6 | 4 | 9 | 5 | 9 | 3 | 6 | 5 | 1 | 11 | 5 | 140 |
| Graham | 4 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 4 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 23 | |
| Granville | 72 | 3 | 8 | 5 | 8 | 10 | 6 | 14 | 7 | 9 | 10 | 27 | 15 | 16 | 22 | 25 | 7 | 24 | 21 | 24 | 16 | 11 | 360 |
| Greene | 26 | 0 | 4 | 7 | 4 | 6 | 2 | 9 | 4 | 7 | 8 | 5 | 5 | 8 | 6 | 7 | 7 | 5 | 9 | 8 | 6 | 8 | 151 |
| Guilford | 321 | 36 | 34 | 45 | 34 | 33 | 39 | 52 | 56 | 58 | 72 | 54 | 61 | 76 | 81 | 83 | 74 | 88 | 64 | 42 | 1493 | | |
| Halifax | 126 | 18 | 15 | 12 | 28 | 13 | 15 | 17 | 25 | 18 | 16 | 41 | 27 | 40 | 31 | 30 | 23 | 18 | 28 | 27 | 29 | 19 | 616 |
| Harnett | 148 | 21 | 13 | 18 | 22 | 36 | 20 | 15 | 19 | 23 | 21 | 31 | 40 | 33 | 23 | 28 | 40 | 35 | 36 | 36 | 27 | 722 | |
| Haywood | 61 | 3 | 4 | 5 | 3 | 5 | 3 | 5 | 3 | 13 | 4 | 9 | 11 | 5 | 8 | 6 | 11 | 11 | 14 | 17 | 7 | 212 | |
| Henderson | 85 | 8 | 7 | 15 | 3 | 3 | 12 | 8 | 6 | 5 | 18 | 9 | 11 | 9 | 7 | 11 | 8 | 11 | 5 | 8 | 14 | 10 | 273 |
| Hertford | 41 | 2 | 10 | 8 | 4 | 6 | 5 | 3 | 8 | 4 | 9 | 15 | 8 | 9 | 6 | 16 | 14 | 13 | 17 | 17 | 22 | 22 | |
| Hoke | 63 | 6 | 8 | 15 | 4 | 3 | 2 | 3 | 10 | 6 | 7 | 6 | 11 | 14 | 13 | 10 | 30 | 12 | 11 | 20 | 289 | | |
| Hyde | 22 | 1 | 1 | 3 | 0 | 3 | 1 | 1 | 3 | 1 | 1 | 5 | 1 | 4 | 3 | 2 | 1 | 1 | 3 | 0 | 3 | 63 | |
| Iredell | 100 | 15 | 9 | 16 | 13 | 17 | 15 | 19 | 28 | 12 | 25 | 18 | 15 | 24 | 33 | 26 | 26 | 19 | 20 | 19 | 20 | 514 | |

| COUNTIES | 1945 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 | TOTAL |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|
| Jackson | 37 | 3 | 9 | 5 | 2 | 5 | 4 | 2 | 3 | 3 | 3 | 6 | 4 | 8 | 4 | 3 | 7 | 6 | 11 | 8 | 6 | 6 | 145 | |
| Johnston | 165 | 12 | 27 | 18 | 11 | 15 | 19 | 15 | 29 | 23 | 37 | 34 | 36 | 33 | 34 | 53 | 35 | 40 | 36 | 55 | 24 | 30 | 781 | |
| Jones | 27 | 4 | 2 | 2 | 3 | 0 | 4 | 5 | 8 | 2 | 7 | 8 | 4 | 3 | 7 | 8 | 10 | 9 | 8 | 7 | 5 | 8 | 141 | |
| Lee | 81 | 16 | 5 | 9 | 13 | 8 | 6 | 10 | 22 | 13 | 14 | 23 | 15 | 13 | 15 | 14 | 14 | 14 | 22 | 6 | 20 | 11 | 364 | |
| Lenoir | 102 | 18 | 13 | 10 | 8 | 16 | 20 | 14 | 14 | 31 | 11 | 34 | 14 | 15 | 19 | 25 | 17 | 10 | 21 | 22 | 12 | 24 | 470 | |
| Lincoln | 65 | 7 | 5 | 9 | 8 | 5 | 8 | 13 | 11 | 18 | 12 | 9 | 17 | 9 | 15 | 17 | 18 | 15 | 15 | 15 | 15 | 15 | 323 | |
| Macon | 26 | 2 | 5 | 0 | 2 | 1 | 2 | 0 | 4 | 3 | 2 | 4 | 3 | 7 | 2 | 6 | 5 | 4 | 4 | 4 | 3 | 4 | 91 | |
| Madison | 22 | 5 | 9 | 10 | 6 | 7 | 5 | 4 | 3 | 6 | 3 | 5 | 3 | 4 | 4 | 6 | 3 | 4 | 13 | 5 | 3 | 5 | 135 | |
| Martin | 42 | 5 | 5 | 3 | 7 | 7 | 7 | 2 | 6 | 5 | 3 | 6 | 12 | 10 | 14 | 9 | 15 | 12 | 11 | 10 | 23 | 15 | 229 | |
| McDowell | 57 | 6 | 7 | 9 | 9 | 4 | 11 | 17 | 12 | 15 | 13 | 12 | 10 | 16 | 7 | 10 | 12 | 8 | 9 | 15 | 24 | 14 | 297 | |
| Mecklenburg | 340 | 33 | 34 | 49 | 36 | 46 | 63 | 64 | 40 | 50 | 57 | 67 | 65 | 62 | 64 | 79 | 82 | 85 | 95 | 82 | 66 | 69 | 1628 | |
| Mitchell | 7 | 1 | 3 | 1 | 1 | 2 | 4 | 0 | 2 | 0 | 2 | 1 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 39 | |
| Montgomery | 47 | 0 | 5 | 4 | 12 | 6 | 5 | 9 | 12 | 5 | 7 | 8 | 15 | 11 | 12 | 18 | 7 | 10 | 9 | 4 | 9 | 7 | 222 | |
| Moore | 98 | 11 | 14 | 14 | 12 | 8 | 13 | 17 | 17 | 16 | 15 | 16 | 18 | 17 | 21 | 26 | 22 | 17 | 34 | 21 | 25 | 11 | 463 | |
| Nash | 181 | 9 | 29 | 17 | 21 | 28 | 14 | 27 | 26 | 31 | 25 | 36 | 34 | 34 | 28 | 37 | 29 | 34 | 27 | 51 | 30 | 26 | 774 | |
| New Hanover | 102 | 12 | 14 | 11 | 11 | 15 | 15 | 9 | 24 | 7 | 6 | 27 | 19 | 25 | 17 | 13 | 22 | 21 | 24 | 19 | 25 | 14 | 452 | |
| Northampton | 68 | 13 | 7 | 14 | 6 | 28 | 9 | 10 | 12 | 18 | 9 | 17 | 18 | 8 | 14 | 17 | 20 | 8 | 20 | 23 | 18 | 6 | 363 | |
| Onslow | 109 | 13 | 21 | 15 | 19 | 26 | 19 | 10 | 21 | 25 | 28 | 32 | 15 | 31 | 42 | 37 | 18 | 25 | 34 | 45 | 32 | 42 | 659 | |
| Orange | 68 | 4 | 12 | 14 | 7 | 8 | 6 | 10 | 5 | 12 | 14 | 21 | 21 | 17 | 10 | 9 | 14 | 20 | 20 | 21 | 17 | 17 | 336 | |
| Pamlico | 23 | 7 | 2 | 4 | 3 | 1 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 6 | 1 | 4 | 5 | 4 | 3 | 6 | 1 | 3 | 7 | |
| Pasquotank | 40 | 7 | 6 | 5 | 6 | 3 | 2 | 5 | 3 | 7 | 4 | 3 | 4 | 2 | 7 | 7 | 8 | 5 | 4 | 8 | 4 | 4 | 144 | |
| Pender | 76 | 14 | 12 | 11 | 2 | 8 | 8 | 14 | 12 | 7 | 7 | 10 | 10 | 17 | 22 | 14 | 12 | 9 | 20 | 18 | 12 | 8 | 323 | |
| Perquimans | 23 | 5 | 3 | 2 | 3 | 3 | 2 | 3 | 4 | 6 | 5 | 6 | 2 | 7 | 7 | 4 | 3 | 1 | 5 | 0 | 2 | 5 | 101 | |
| Person | 47 | 5 | 12 | 4 | 15 | 5 | 6 | 7 | 10 | 9 | 6 | 8 | 9 | 9 | 15 | 10 | 13 | 11 | 8 | 8 | 8 | 19 | 244 | |
| Pitt | 97 | 7 | 18 | 24 | 17 | 15 | 9 | 12 | 11 | 17 | 8 | 24 | 19 | 18 | 8 | 27 | 18 | 31 | 24 | 35 | 14 | 29 | 482 | |
| Polk | 32 | 3 | 3 | 1 | 1 | 3 | 4 | 3 | 2 | 2 | 3 | 3 | 4 | 2 | 2 | 3 | 2 | 5 | 5 | 8 | 3 | 2 | 96 | |
| Randolph | 126 | 17 | 28 | 14 | 9 | 16 | 19 | 21 | 19 | 22 | 20 | 21 | 30 | 26 | 35 | 31 | 36 | 31 | 26 | 38 | 30 | 23 | 638 | |
| Richmond | 115 | 15 | 14 | 12 | 11 | 16 | 12 | 16 | 22 | 14 | 13 | 21 | 16 | 10 | 21 | 27 | 17 | 22 | 25 | 20 | 21 | 18 | 478 | |
| Robeson | 298 | 33 | 34 | 37 | 34 | 16 | 40 | 51 | 39 | 36 | 45 | 47 | 66 | 59 | 63 | 61 | 66 | 65 | 54 | 80 | 66 | 66 | 1356 | |
| Rockingham | 152 | 13 | 21 | 17 | 17 | 27 | 21 | 24 | 21 | 14 | 20 | 24 | 20 | 28 | 28 | 24 | 28 | 17 | 33 | 26 | 20 | 631 | | |
| Rowan | 133 | 22 | 17 | 20 | 17 | 13 | 15 | 21 | 21 | 10 | 28 | 28 | 27 | 21 | 30 | 37 | 36 | 26 | 29 | 24 | 19 | 621 | | |
| Rutherford | 73 | 9 | 14 | 7 | 11 | 14 | 4 | 14 | 9 | 14 | 13 | 14 | 23 | 16 | 13 | 17 | 14 | 24 | 17 | 15 | 14 | 14 | 359 | |
| Sampson | 128 | 16 | 20 | 19 | 17 | 12 | 27 | 17 | 15 | 23 | 26 | 29 | 30 | 28 | 22 | 29 | 29 | 20 | 19 | 30 | 24 | 28 | 608 | |
| Scotland | 80 | 10 | 12 | 11 | 12 | 8 | 12 | 8 | 10 | 12 | 14 | 20 | 11 | 14 | 21 | 16 | 16 | 12 | 19 | 15 | 13 | 14 | 360 | |
| Stanly | 80 | 3 | 7 | 8 | 7 | 10 | 8 | 7 | 19 | 11 | 10 | 16 | 18 | 10 | 18 | 14 | 13 | 18 | 14 | 11 | 5 | 314 | | |
| Stokes | 33 | 4 | 7 | 14 | 5 | 4 | 10 | 4 | 6 | 9 | 8 | 7 | 7 | 10 | 6 | 8 | 14 | 11 | 11 | 10 | 12 | 8 | 208 | |
| Surry | 107 | 13 | 18 | 13 | 11 | 17 | 16 | 14 | 10 | 26 | 19 | 16 | 13 | 18 | 22 | 11 | 14 | 16 | 15 | 21 | 17 | 23 | 450 | |
| Swain | 15 | 2 | 2 | 1 | 0 | 3 | 1 | 5 | 1 | 1 | 0 | 2 | 3 | 1 | 5 | 6 | 2 | 2 | 5 | 2 | 1 | 62 | | |
| Transylvania | 20 | 20 | 0 | 0 | 2 | 4 | 3 | 3 | 10 | 1 | 1 | 3 | 4 | 5 | 7 | 1 | 4 | 7 | 7 | 3 | 5 | 2 | 92 | |
| Tyrrell | 10 | 2 | 3 | 2 | 3 | 2 | 2 | 4 | 0 | 1 | 0 | 2 | 1 | 1 | 2 | 1 | 2 | 0 | 0 | 2 | 0 | 41 | | |
| Union | 98 | 7 | 19 | 12 | 10 | 12 | 19 | 22 | 12 | 11 | 20 | 30 | 20 | 19 | 12 | 23 | 18 | 17 | 27 | 31 | 23 | 485 | | |
| Vance | 82 | 15 | 15 | 7 | 6 | 6 | 8 | 8 | 8 | 14 | 17 | 9 | 15 | 8 | 17 | 14 | 20 | 25 | 10 | 17 | 25 | 14 | 360 | |
| Wake | 299 | 28 | 56 | 32 | 23 | 34 | 36 | 53 | 34 | 41 | 42 | 53 | 57 | 83 | 56 | 71 | 57 | 64 | 61 | 70 | 78 | 43 | 1371 | |
| Warren | 50 | 7 | 8 | 10 | 3 | 6 | 3 | 2 | 5 | 11 | 3 | 5 | 8 | 4 | 11 | 13 | 7 | 12 | 8 | 13 | 4 | 11 | 204 | |
| Washington | 25 | 2 | 3 | 10 | 3 | 8 | 3 | 2 | 5 | 2 | 6 | 4 | 4 | 5 | 3 | 7 | 5 | 4 | 5 | 5 | 5 | 10 | 3 | |
| Watauga | 20 | 1 | 3 | 5 | 9 | 1 | 1 | 3 | 3 | 7 | 5 | 6 | 2 | 8 | 10 | 12 | 5 | 8 | 8 | 5 | 6 | 131 | | |
| Wayne | 122 | 14 | 16 | 7 | 18 | 24 | 31 | 18 | 14 | 19 | 29 | 34 | 31 | 25 | 20 | 25 | 34 | 25 | 23 | 32 | 32 | 27 | 620 | |
| Wilkes | 134 | 18 | 12 | 19 | 20 | 19 | 26 | 10 | 32 | 20 | 24 | 20 | 16 | 19 | 22 | 16 | 24 | 14 | 33 | 24 | 21 | 563 | | |
| Wilson | 143 | 22 | 15 | 13 | 20 | 19 | 16 | 16 | 22 | 10 | 22 | 19 | 34 | 25 | 19 | 35 | 38 | 35 | 38 | 27 | 40 | 37 | 656 | |
| Yadkin | 41 | 2 | 9 | 3 | 6 | 6 | 10 | 9 | 6 | 6 | 9 | 13 | 5 | 15 | 9 | 9 | 9 | 5 | 7 | 14 | 3 | 205 | | |
| Yancey | 9 | 4 | 4 | 2 | 5 | 4 | 1 | 3 | 2 | 5 | 2 | 3 | 5 | 3 | 7 | 5 | 4 | 4 | 4 | 4 | 4 | 85 | | |
| TOTAL | 8466 | 991 | 1165 | 1108 | 1064 | 1083 | 1193 | 1226 | 1258 | 1325 | 1386 | 1584 | 1635 | 1724 | 1751 | 1869 | 1810 | 1772 | 1846 | 1983 | 1892 | 1583 | 39714 | |

REGISTRATION - MILEAGE

TRAFFIC ACCIDENT DATA

1930 - 1974

| YEAR | ANNUAL TOTALS | | | | |
|--------|------------------------|----------------------------|-----------------------|--------------------|-------------------|
| | VEHICLES REGISTERED | MILES \diamond DRIVEN | REPORTED ACCIDENTS | PERSONS INJURED | PERSONS KILLED |
| 1930 | 474,081 | 3,556,916,334 | 3,251 | 4,426 | 777 |
| 1931 | 442,448 | 3,451,834,967 | 3,696 | 5,075 | 762 |
| 1932 | 397,455 | 3,178,488,182 | 3,266 | 4,783 | 674 |
| 1933 | 409,095 | 3,215,203,038 | 3,465 | 4,875 | 853 |
| 1934 | 471,084 | 3,726,650,376 | 4,552 | 6,273 | 986 |
| 1935 | 512,076 | 4,204,641,812 | 5,368 | 6,950 | 1,095 |
| 1936 | 550,050 | 4,726,295,819 | 6,639 | 7,575 | 1,026 |
| 1937 | 586,660 | 5,351,585,068 | 7,413 | 7,990 | 1,123 |
| 1938 | 593,035 | 5,518,464,937 | 7,495 | 7,633 | 937 |
| 1939 | 632,301 | 5,833,236,940 | 8,135 | 7,190 | 943 |
| 1940 | 669,259 | 6,261,226,331 | 9,010 | 5,298 | 991 |
| 1941 | 737,108 | 7,267,717,822 | 11,672 | 6,444 | 1,289 |
| 1942 | 696,140 | 5,410,409,297 | 6,456 | 3,790 | 842 |
| 1943 | 669,625 | 4,612,824,255 | 5,334 | 3,161 | 684 |
| 1944 | 671,517 | 4,769,294,681 | 6,191 | 3,448 | 658 |
| 1945 | 686,436 | 5,733,264,095 | 7,529 | 4,376 | 732 |
| 1946 | 779,930 | 8,142,967,055 | 10,242 | 6,062 | 1,028 |
| 1947 | 883,498 | 8,932,927,542 | 12,501 | 6,527 | 836 |
| 1948 | 958,541 | 9,585,411,742 | 16,218 | 7,490 | 734 |
| 1949 | 1,030,319 | 10,409,375,895 | 21,202 | 9,721 | 843 |
| 1950 | 1,171,228 | 11,852,054,320 | 28,251 | 12,352 | 989 |
| 1951 | 1,247,824 | 12,900,246,745 | 37,606 | 15,123 | 1,071 |
| 1952 | 1,297,550 | 13,879,289,065 | 42,941 | 15,409 | 1,115 |
| 1953 | 1,384,757 | 14,471,064,522 | 45,757 | 15,171 | 1,118 |
| 1954 | 1,437,823 | 14,620,223,380 | 40,449 | 15,600 | 991 |
| 1955 | 1,601,357 | 15,967,235,901 | 45,054 | 17,875 | 1,165 |
| 1956 | 1,672,440 | 16,849,512,043 | 49,235 | 19,480 | 1,108 |
| 1957 | 1,720,162 | 17,026,878,360 | 47,705 | 19,061 | 1,064 |
| 1958 | 1,708,324 | 17,293,201,314 | 50,739 | 21,412 | 1,083 |
| 1959 | 1,820,166 | 18,355,880,228 | 57,234 | 24,802 | 1,193 |
| 1960 | 1,907,988 | 18,719,108,363 | 59,734 | 26,947 | 1,226 |
| 1961 | 1,984,233 | 19,940,427,803 | 60,845 | 34,435* | 1,258 |
| 1962 | 2,056,888 | 20,245,863,536 | 65,338 | 37,404* | 1,325 |
| 1963 | 2,101,132 | 21,470,972,331 | 72,810 | 42,662* | 1,386 |
| 1964 | 2,258,006 | 22,757,339,201 | 82,071 | 49,122* | 1,584 |
| 1965 | 2,409,978 | 23,660,587,224 | 86,839 | 50,051* | 1,631 |
| 1966 | 2,575,520 | 25,197,358,036 | 97,299 | 52,118* | 1,709 |
| 1967 | 2,722,948 | 26,615,511,764 | 101,615 | 54,433* | 1,748 |
| 1968 | 2,898,420 | 27,845,824,795 | 109,383 | 55,133* | 1,869 |
| 1969 | 3,071,561 | 29,849,573,189 | 120,493 | 58,610* | 1,810 |
| 1970 | 3,208,282 | 31,351,571,206 | 124,784 | 58,622* | 1,763 |
| 1971** | 3,456,743 | 33,162,464,879 | 132,986 | 61,370* | 1,835 |
| 1972** | 3,696,849 | 37,129,721,185 | 127,870 | 65,421* | 1,981 |
| 1973** | 3,981,699 | 38,972,306,425 | 125,825 | 72,069* | 1,892 |
| 1974** | 4,145,821 | 38,366,856,438 | 121,552 | 68,104* | 1,583 |

 \diamond Column 2 - Vehicle Miles Driven are Estimated from Gasoline Tax Revenue.

* Injuries Reported Since 1961 Reflect the Use of Revised Report Form that Records Non-Bleeding Injuries.

** Basis for Accident Reporting Raised From \$100. damage to \$200. damage effective July 1, 1971.

TRAFFIC ACCIDENTS,
DEATHS AND INJURY RATES

1930 - 1974

| YEAR | RATE PER 100 MILLION VEHICLE MILES DRIVEN | | | RATE PER 100 REPORTED ACCIDENTS | | DEATH RATE PER 100,000 POP- ULATION |
|--------|--|--------------------|-------------------|------------------------------------|-------------------|---|
| | REPORTED ACCIDENTS | PERSONS INJURED | PERSONS KILLED | PERSONS INJURED | PERSONS KILLED | |
| 1930 | 91.4 | 124.4 | 21.84 | 136.1 | 23.9 | 24.51 |
| 1931 | 107.1 | 147.0 | 22.08 | 137.3 | 20.6 | 24.03 |
| 1932 | 102.8 | 150.5 | 21.21 | 146.4 | 20.6 | 21.26 |
| 1933 | 107.8 | 151.6 | 26.53 | 140.7 | 24.6 | 26.9 |
| 1934 | 122.1 | 168.3 | 26.46 | 137.8 | 21.7 | 31.10 |
| 1935 | 127.7 | 165.3 | 26.04 | 129.5 | 20.4 | 34.54 |
| 1936 | 140.5 | 160.3 | 21.71 | 114.1 | 15.5 | 32.36 |
| 1937 | 138.5 | 149.3 | 20.99 | 107.8 | 15.2 | 35.42 |
| 1938 | 135.8 | 138.3 | 16.98 | 101.8 | 12.5 | 29.55 |
| 1939 | 139.5 | 123.3 | 16.17 | 88.34 | 11.6 | 29.74 |
| 1940 | 143.9 | 84.6 | 15.83 | 58.80 | 7.0 | 27.45 |
| 1941 | 160.6 | 88.7 | 17.74 | 55.21 | 11.0 | 36.02 |
| 1942 | 119.3 | 70.0 | 15.56 | 58.70 | 13.0 | 23.47 |
| 1943 | 115.6 | 68.5 | 14.83 | 59.26 | 12.8 | 19.15 |
| 1944 | 129.8 | 72.3 | 13.80 | 55.69 | 10.6 | 18.37 |
| 1945 | 131.3 | 76.3 | 12.77 | 58.12 | 9.72 | 20.5 |
| 1946 | 125.8 | 74.4 | 12.62 | 59.19 | 10.04 | 28.79 |
| 1947 | 139.9 | 73.1 | 9.359 | 52.21 | 6.69 | 23.41 |
| 1948 | 169.2 | 78.1 | 7.657 | 46.18 | 4.53 | 20.56 |
| 1949 | 203.7 | 93.8 | 8.098 | 45.85 | 3.98 | 23.61 |
| 1950 | 238.4 | 104.2 | 8.345 | 43.72 | 3.50 | 24.35 |
| 1951 | 291.5 | 117.2 | 8.302 | 40.21 | 2.85 | 26.05 |
| 1952 | 309.4 | 111.0 | 8.034 | 35.88 | 2.60 | 26.80 |
| 1953 | 316.2 | 104.8 | 7.726 | 33.16 | 2.44 | 26.56 |
| 1954 | 276.7 | 106.7 | 6.778 | 38.57 | 2.450 | 23.26 |
| 1955 | 282.2 | 111.9 | 7.296 | 39.67 | 2.586 | 27.04 |
| 1956 | 292.2 | 115.6 | 6.576 | 39.57 | 2.250 | 25.42 |
| 1957 | 280.2 | 111.9 | 6.249 | 39.96 | 2.230 | 24.14 |
| 1958 | 293.4 | 123.8 | 6.263 | 42.20 | 2.134 | 24.30 |
| 1959 | 311.8 | 135.1 | 6.499 | 43.33 | 2.084 | 26.19 |
| 1960 | 319.1 | 144.0 | 6.549 | 45.11 | 2.052 | 26.91 |
| 1961 | 305.1 | 172.7* | 6.289 | 56.59* | 2.068 | 27.24 |
| 1962 | 322.7 | 184.8* | 6.530 | 57.24* | 2.023 | 28.31 |
| 1963 | 339.1 | 198.7* | 6.437 | 58.60* | 1.898 | 30.42 |
| 1964 | 360.6 | 215.8* | 6.960 | 59.86* | 1.930 | 34.77 |
| 1965 | 367.0 | 211.5* | 6.893 | 57.64* | 1.878 | 35.87 |
| 1966 | 386.3 | 206.9* | 6.78 | 53.57* | 1.757 | 37.84 |
| 1967 | 380.1 | 204.5* | 6.57 | 53.68* | 1.720 | 38.43 |
| 1968 | 392.8 | 198.0* | 6.70 | 50.41* | 1.707 | 41.02 |
| 1969 | 403.7 | 196.3 | 6.10 | 48.64* | 1.498 | 39.73 |
| 1970 | 398.0 | 187.0 | 5.60 | 47.00* | 1.413 | 34.87 |
| 1971** | 401.0 | 185.1 | 5.53 | 46.18* | 1.380 | 36.32 |
| 1972** | 344.6 | 176.3 | 5.33 | 51.16 | 1.55 | 39.02 |
| 1973** | 322.9 | 184.9 | 4.85 | 57.29 | 1.50 | 37.17 |
| 1974** | 316.8 | 177.5 | 4.13 | 56.03 | 1.30 | 31.15 |

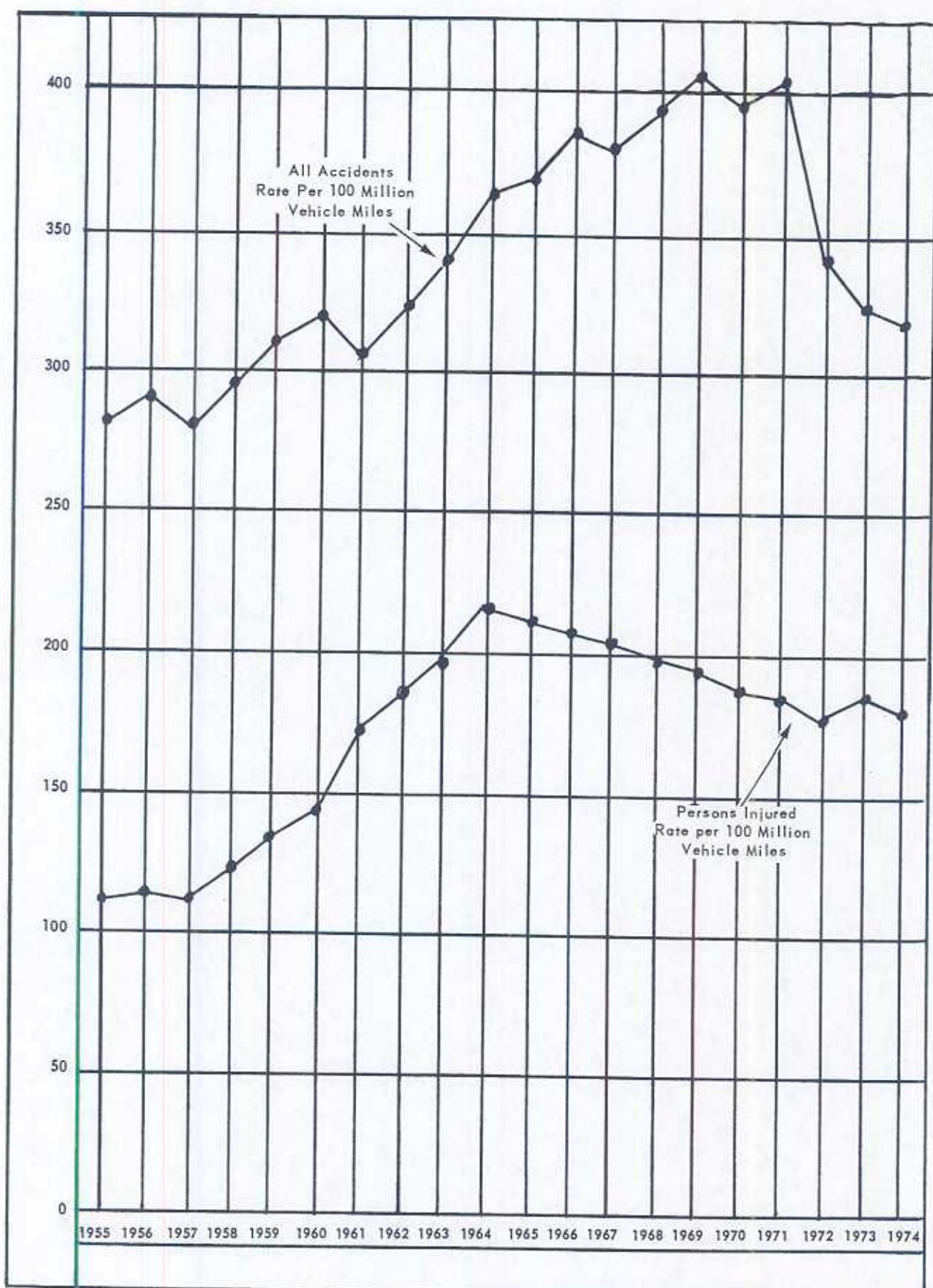
** Column 2 - Vehicle Miles Driven are Estimated from Gasoline Tax Revenue.

* Injuries Reported Since 1961 Reflect the Use of Revised Report Form that Records Non-Bleeding Injuries.

** Basis for Accident Reporting Raised From \$100. damage to \$200. damage effective July 1, 1971.

TWENTY YEAR RATE SUMMARY

1955 - 1974



ACCIDENTS AND CASUALTIES
BY MONTHS

TOTAL ACCIDENTS

| Month | Urban | Rural | Total | Month | Urban | Rural | Total |
|----------|-------|-------|-------|--------------|--------------|--------------|---------------|
| January | 4528 | 4401 | 8929 | July | 4766 | 5276 | 10042 |
| February | 4347 | 3768 | 8115 | August | 5467 | 6046 | 11513 |
| March | 4424 | 4416 | 8840 | September | 5321 | 5563 | 10884 |
| April | 4412 | 4580 | 8992 | October | 5319 | 5820 | 11139 |
| May | 4830 | 5289 | 10119 | November | 5613 | 5573 | 11186 |
| June | 4804 | 5379 | 10183 | December | 5870 | 5740 | 11610 |
| | | | | TOTAL | 59701 | 61851 | 121552 |

PERSONS KILLED

| Month | Urban | Rural | Total | Month | Urban | Rural | Total |
|----------|-------|-------|-------|--------------|------------|-------------|-------------|
| January | 22 | 109 | 131 | July | 31 | 117 | 148 |
| February | 12 | 75 | 87 | August | 22 | 134 | 156 |
| March | 17 | 114 | 131 | September | 23 | 117 | 140 |
| April | 18 | 101 | 119 | October | 25 | 131 | 156 |
| May | 24 | 81 | 105 | November | 27 | 98 | 125 |
| June | 25 | 121 | 146 | December | 37 | 102 | 139 |
| | | | | TOTAL | 283 | 1300 | 1583 |

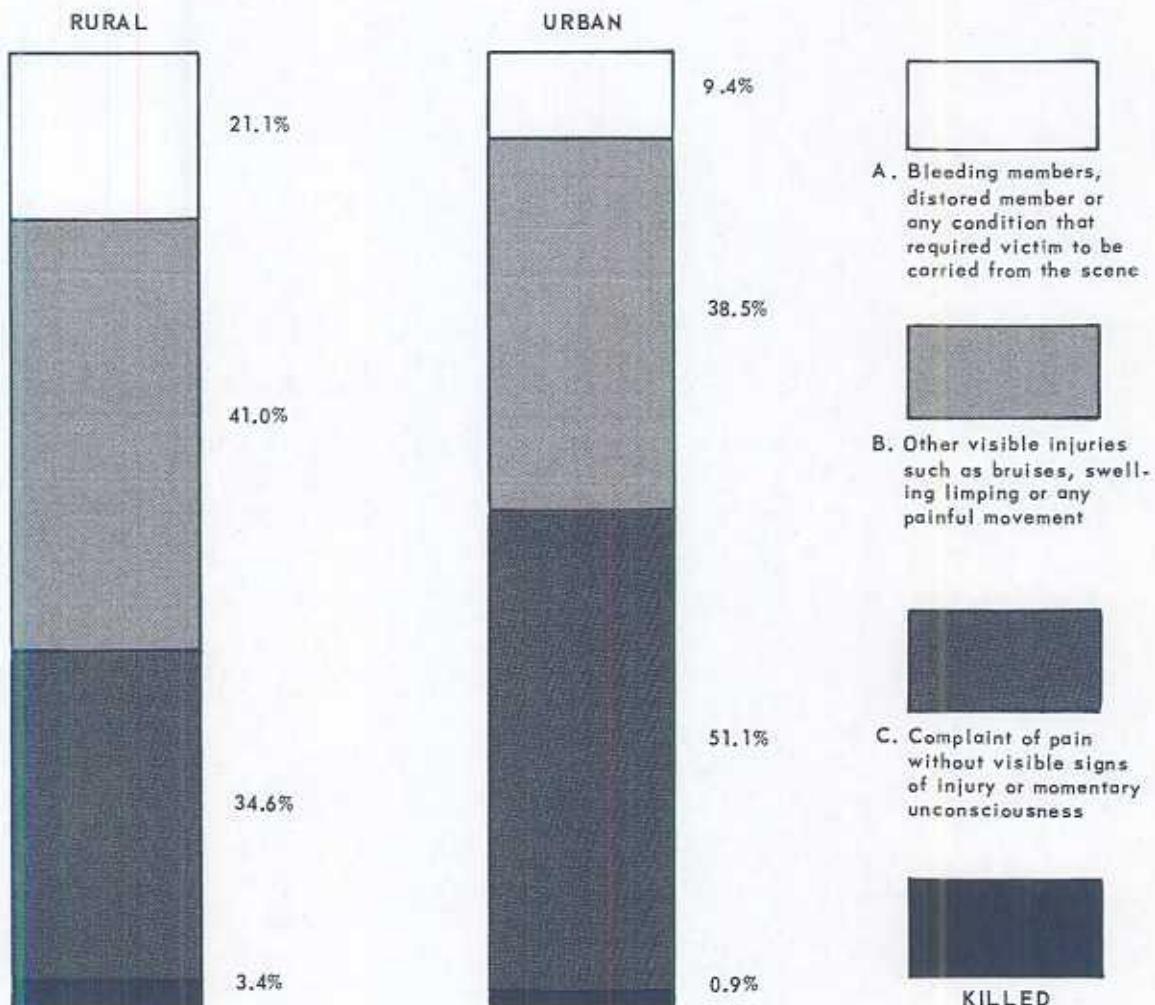
PERSONS INJURED

| Month | Urban | Rural | Total | Month | Urban | Rural | Total |
|----------|-------|-------|-------|--------------|--------------|--------------|--------------|
| January | 2167 | 2453 | 4620 | July | 2581 | 3454 | 6035 |
| February | 2034 | 2077 | 4111 | August | 2969 | 3703 | 6672 |
| March | 2328 | 2643 | 4971 | September | 2772 | 3380 | 6152 |
| April | 2208 | 3053 | 5261 | October | 2730 | 3473 | 6203 |
| May | 2620 | 3335 | 5955 | November | 2852 | 3285 | 6137 |
| June | 2489 | 3447 | 5936 | December | 2860 | 3191 | 6051 |
| | | | | TOTAL | 30610 | 37494 | 68104 |

REPORTED PERSONS INJURED

| Month | 1972 | 1973 | 1974 | Month | 1972 | 1973 | 1974 |
|----------|------|------|------|--------------|-------------|-------------|-------------|
| January | 162 | 133 | 131 | July | | 191 | 170 |
| February | 106 | 119 | 87 | August | | 183 | 179 |
| March | 158 | 150 | 131 | September | | 186 | 188 |
| April | 152 | 158 | 119 | October | | 194 | 186 |
| May | 157 | 160 | 105 | November | | 153 | 141 |
| June | 160 | 165 | 146 | December | | 181 | 143 |
| | | | | TOTAL | 1983 | 1892 | 1583 |

SERIOUSNESS OF INJURY



COMPARATIVE TOTALS BY ACCIDENT TYPE

1973 - 1974

STATEWIDE

| TYPE OF ACCIDENT | All Accidents | | | Persons Killed | | | Persons Injured | | |
|-----------------------------|---------------|---------------|-----------------|----------------|-------------|-----------------|-----------------|--------------|-----------------|
| | 1974 | 1973 | Per Cent Change | 1974 | 1973 | Per Cent Change | 1974 | 1973 | Per Cent Change |
| 1. Ran off road | 30479 | 32053 | - 5% | 669 | 712 | - 6% | 19972 | 20967 | - 5% |
| 2. Overturned on road | 896 | 878 | + 2% | 10 | 9 | +11% | 776 | 694 | +12% |
| 3. Pedestrian | 2157 | 2293 | - 6% | 285 | 330 | -14% | 1990 | 2102 | - 5% |
| 4. Motor vehicle in traffic | 77046 | 80046 | - 4% | 503 | 717 | -30% | 41012 | 44110 | - 7% |
| 5. Parked motor vehicle | 5942 | 5862 | + 1% | 11 | 12 | - 8% | 1636 | 1713 | - 4% |
| 6. Railroad train | 298 | 341 | -13% | 36 | 56 | -36% | 223 | 201 | +11% |
| 7. Bicyclist | 1295 | 995 | +30% | 35 | 26 | +35% | 1332 | 1029 | +29% |
| 8. Animal | 1615 | 1506 | + 7% | 4 | 7 | -43% | 326 | 341 | - 4% |
| 9. Fixed object | 1006 | 981 | + 3% | 14 | 9 | +56% | 460 | 542 | -15% |
| 10. Other object | 302 | 356 | -15% | 4 | 1 | +300% | 104 | 108 | - 4% |
| 11. Other non-collision | 516 | 514 | | 12 | 13 | - 8% | 273 | 262 | + 4% |
| 12. | | | | | | | | | |
| TOTALS | 121552 | 125825 | - 3% | 1583 | 1892 | -16% | 68104 | 72069 | - 6% |

RURAL

| | | | | | | | | | | |
|----------------------------------|-----------------------------|--------------|-------------|-------------|-------------|-------------|--------------|--------------|-------------|------|
| COLLISION OF MOTOR VEHICLE WITH: | 1. Ran off road | 23281 | 25140 | - 7% | 591 | 632 | - 6% | 15362 | 16485 | - 7% |
| | 2. Overturned on road | 590 | 602 | - 2% | 8 | 9 | -11% | 468 | 448 | + 4% |
| | 3. Pedestrian | 911 | 957 | - 5% | 204 | 242 | -16% | 762 | 783 | - 3% |
| | 4. Motor vehicle in traffic | 32511 | 36190 | -10% | 408 | 619 | -34% | 19058 | 21645 | -12% |
| | 5. Parked motor vehicle | 1300 | 1487 | -13% | 6 | 7 | -14% | 460 | 588 | -22% |
| | 6. Railroad train | 163 | 187 | -13% | 26 | 45 | -42% | 140 | 116 | +21% |
| | 7. Bicyclist | 483 | 415 | +16% | 26 | 24 | + 8% | 500 | 425 | +18% |
| | 8. Animal | 1548 | 1452 | + 7% | 4 | 7 | -43% | 286 | 317 | -10% |
| | 9. Fixed object | 499 | 539 | - 7% | 13 | 6 | +117% | 233 | 292 | -20% |
| | 10. Other object | 199 | 224 | -11% | 4 | * | | 64 | 57 | +12% |
| | 11. Other non-collision | 366 | 369 | - 1% | 10 | 8 | +25% | 161 | 151 | + 7% |
| | 12. | | | | | | | | | |
| TOTALS | 61851 | 67562 | - 8% | 1300 | 1599 | -19% | 37494 | 41307 | - 9% | |

*No fatalities for comparable period

URBAN

| | | | | | | | | | | |
|----------------------------------|-----------------------------|--------------|-------------|------------|------------|-------------|--------------|--------------|-------------|------|
| COLLISION OF MOTOR VEHICLE WITH: | 1. Ran off road | 7198 | 6913 | + 4% | 78 | 80 | - 3% | 4610 | 4482 | + 3% |
| | 2. Overturned on road | 306 | 276 | +11% | 2 | * | | 308 | 246 | +25% |
| | 3. Pedestrian | 1246 | 1336 | - 7% | 81 | 88 | - 8% | 1228 | 1319 | - 7% |
| | 4. Motor vehicle in traffic | 44535 | 43856 | + 2% | 95 | 99 | - 4% | 21954 | 22464 | - 2% |
| | 5. Parked motor vehicle | 4642 | 4375 | + 6% | 5 | 4 | +25% | 1176 | 1126 | + 4% |
| | 6. Railroad train | 135 | 154 | -12% | 10 | 11 | - 9% | 83 | 85 | - 2% |
| | 7. Bicyclist | 812 | 580 | +40% | 9 | 2 | +350% | 832 | 604 | +38% |
| | 8. Animal | 67 | 54 | +24% | | | | 40 | 24 | +67% |
| | 9. Fixed object | 507 | 442 | +15% | 1 | 3 | -67% | 227 | 250 | - 9% |
| | 10. Other object | 103 | 132 | -22% | | 1 | * | 40 | 51 | -22% |
| | 11. Other non-collision | 150 | 145 | + 3% | 2 | 5 | -60% | 112 | 111 | + 1% |
| | 12. | | | | | | | | | |
| TOTALS | 59701 | 58263 | + 2% | 283 | 293 | - 3% | 30610 | 30762 | - 1% | |

* No fatalities for comparable period

ACCIDENT TYPE

STATEWIDE

| COLLISION OF MOTOR VEHICLE WITH: | 1. TYPE OF ACCIDENT | NUMBER OF ACCIDENTS | | | | NUMBER OF PERSONS | | | | |
|----------------------------------|-----------------------------|---------------------|-------|-----------------|----------------------|-------------------|---------|-------|-------|-------|
| | | Motor Vehicle: | | Nonfatal Injury | Property Damage only | Total Killed | Injured | | | |
| | | Total | Fatal | | | | Total | a | b | c |
| | 1. Ran off road | 30479 | 582 | 13811 | 16086 | 669 | 19972 | 4531 | 9644 | 5797 |
| | 2. Overturned on road | 896 | 9 | 540 | 347 | 10 | 776 | 134 | 403 | 239 |
| | 3. Pedestrian | 2157 | 281 | 1876 | | 285 | 1990 | 653 | 844 | 493 |
| | 4. Motor vehicle in traffic | 77046 | 406 | 23280 | 53360 | 508 | 41012 | 4945 | 14739 | 21328 |
| | 5. Parked motor vehicle | 5942 | 11 | 1181 | 4750 | 11 | 1636 | 214 | 786 | 636 |
| | 6. Railroad train | 298 | 28 | 138 | 132 | 36 | 223 | 62 | 96 | 65 |
| | 7. Bicyclist | 1295 | 35 | 1254 | 6 | 35 | 1332 | 314 | 676 | 342 |
| | 8. Animal | 1615 | 4 | 275 | 1336 | 4 | 326 | 57 | 172 | 97 |
| | 9. Fixed object | 1006 | 11 | 348 | 647 | 14 | 460 | 75 | 237 | 148 |
| | 10. Other object | 302 | 3 | 72 | 227 | 4 | 104 | 14 | 54 | 36 |
| | 11. Other non-collision | 516 | 12 | 250 | 254 | 12 | 273 | 79 | 137 | 57 |
| | TOTALS | 121552 | 1382 | 43025 | 77145 | 1583 | 68104 | 11078 | 27788 | 29238 |

RURAL

| COLLISION OF MOTOR VEHICLE WITH: | 1. TYPE OF ACCIDENT | NUMBER OF ACCIDENTS | | | | NUMBER OF PERSONS | | | | |
|----------------------------------|-----------------------------|---------------------|-------|-----------------|----------------------|-------------------|-------|------|------|-------|
| | | Total | Fatal | Nonfatal Injury | Property Damage only | Total Killed | Total | a | b | c |
| | 1. Ran off road | 23281 | 509 | 10524 | 12248 | 591 | 15362 | 3812 | 7151 | 4399 |
| | 2. Overturned on road | 590 | 7 | 320 | 263 | 8 | 468 | 98 | 233 | 137 |
| | 3. Pedestrian | 911 | 202 | 709 | | 204 | 762 | 339 | 292 | 131 |
| | 4. Motor vehicle in traffic | 32511 | 323 | 10040 | 22148 | 408 | 19058 | 3456 | 7357 | 8245 |
| | 5. Parked motor vehicle | 1300 | 6 | 293 | 1001 | 6 | 460 | 87 | 195 | 178 |
| | 6. Railroad train | 163 | 21 | 80 | 62 | 26 | 140 | 43 | 57 | 40 |
| | 7. Bicyclist | 483 | 26 | 455 | 2 | 26 | 500 | 162 | 240 | 98 |
| | 8. Animal | 1548 | 4 | 238 | 1306 | 4 | 286 | 55 | 145 | 86 |
| | 9. Fixed object | 499 | 10 | 168 | 321 | 13 | 233 | 53 | 111 | 69 |
| | 10. Other object | 199 | 3 | 41 | 155 | 4 | 64 | 10 | 30 | 24 |
| | 11. Other non-collision | 366 | 10 | 149 | 207 | 10 | 161 | 55 | 77 | 29 |
| | TOTALS | 61851 | 1121 | 23017 | 37713 | 1300 | 37494 | 8170 | 5888 | 13436 |

URBAN

| COLLISION OF MOTOR VEHICLE WITH: | 1. TYPE OF ACCIDENT | NUMBER OF ACCIDENTS | | | | NUMBER OF PERSONS | | | | |
|----------------------------------|-----------------------------|---------------------|-------|-----------------|----------------------|-------------------|-------|------|-------|-------|
| | | Total | Fatal | Nonfatal Injury | Property Damage only | Total Killed | Total | a | b | c |
| | 1. Ran off road | 7198 | 73 | 3287 | 3838 | 78 | 4610 | 719 | 2493 | 1398 |
| | 2. Overturned on road | 306 | 2 | 220 | 84 | 2 | 308 | 36 | 170 | 102 |
| | 3. Pedestrian | 1246 | 79 | 1167 | | 81 | 1228 | 314 | 552 | 362 |
| | 4. Motor vehicle in traffic | 44535 | 83 | 13240 | 31212 | 95 | 21954 | 1489 | 7382 | 13083 |
| | 5. Parked motor vehicle | 4642 | 5 | 888 | 3749 | 5 | 1176 | 127 | 591 | 458 |
| | 6. Railroad train | 135 | 7 | 58 | 70 | 10 | 83 | 19 | 39 | 25 |
| | 7. Bicyclist | 812 | 9 | 799 | 4 | 9 | 832 | 152 | 436 | 244 |
| | 8. Animal | 67 | | 37 | 30 | | 40 | 2 | 27 | 11 |
| | 9. Fixed object | 507 | 1 | 180 | 326 | 1 | 227 | 22 | 126 | 79 |
| | 10. Other object | 103 | | 31 | 72 | | 40 | 4 | 24 | 12 |
| | 11. Other non-collision | 150 | 2 | 101 | 47 | 2 | 112 | 24 | 60 | 28 |
| | TOTALS | 59701 | 261 | 20008 | 39432 | 283 | 30610 | 2908 | 11900 | 15802 |

LEGALLY REPORTABLE ACCIDENTS
ARE THOSE INVOLVING DEATHS,
BODILY INJURY OR PROPERTY
DAMAGE OF \$200.00 OR MORE IN THE
ACCIDENT.

NOTE: The three categories of injuries follow the Manual of Uniform Definitions of Motor Vehicle Accidents.

a. Bleeding wound, distorted member, or any condition that required victim be carried from the scene.

b. Other visible injuries such as bruises, abrasions, swelling, limping, or other painful movement.

c. Complaint of pain, without visible signs of injury, or momentary unconsciousness.

LOCATION OF ACCIDENTS

| Location | Total | Fatal | Non-Fatal |
|--------------------|-------|-------|-----------|
| 2,500 to 10,000 | 8872 | 498 | 2753 |
| 10,000 to 25,000 | 10449 | 43 | 3170 |
| 25,000 to 50,000 | 8687 | 52 | 3063 |
| 50,000 to 100,000 | 9105 | 31 | 3225 |
| 100,000 to 250,000 | 22588 | 83 | 7797 |

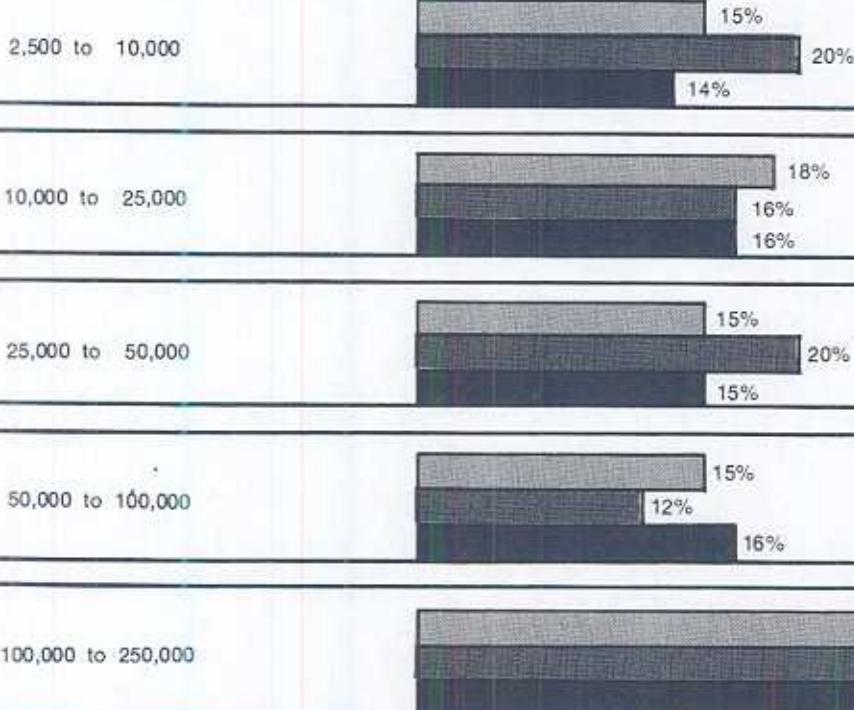
URBAN

RURAL

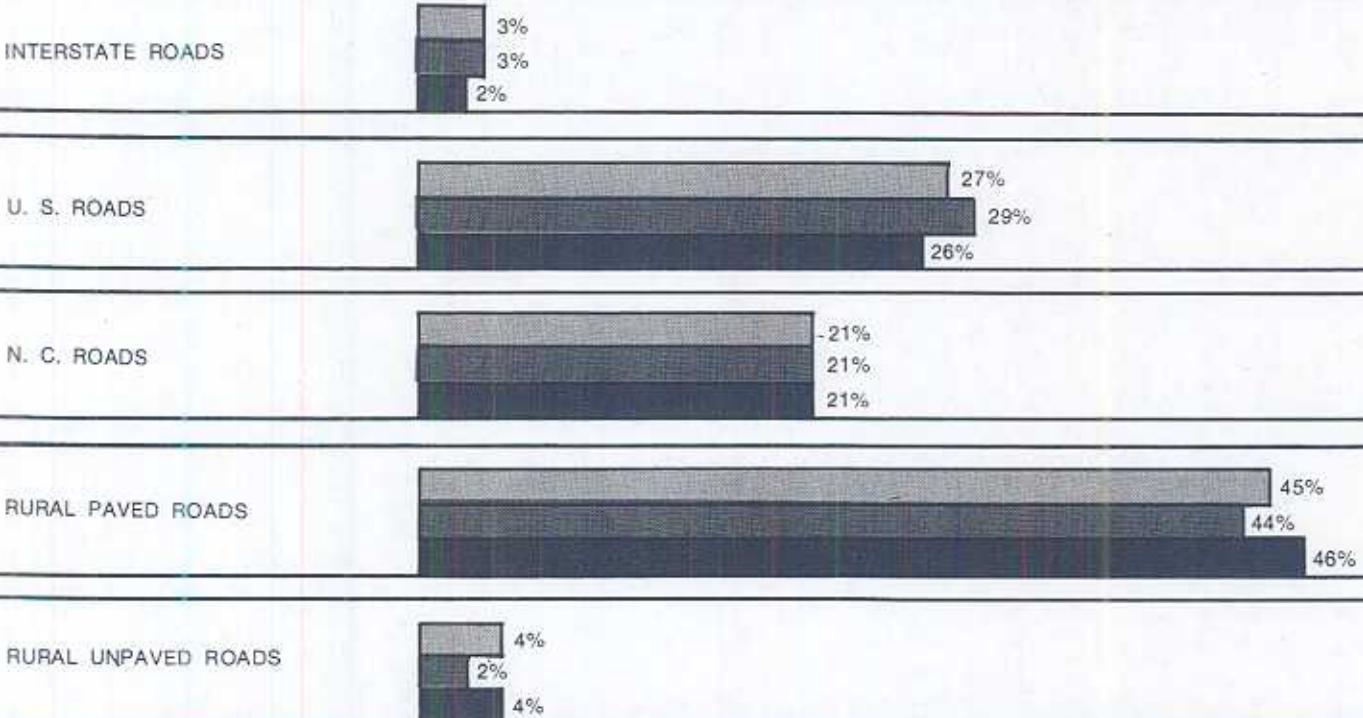


 Percent of Total Accidents
 Percent of Fatal Accidents
 Percent of Injury Accidents

URBAN



RURAL



COUNTY DATA

| COUNTIES | TOTAL ALL ACCIDENTS | FATAL | NON-FATAL | PROP. DAM. | PERSONS INJURED | KILLED | COUNTIES | TOTAL ALL ACCIDENTS | FATAL | NON-FATAL | PROP. DAM. | PERSONS INJURED | KILLED |
|-----------|---------------------|-------|-----------|------------|-----------------|--------|------------|---------------------|-------|-----------|------------|-----------------|--------|
| ALAMANCE | 1906 | 18 | 724 | 1164 | 1117 | 18 | CUMBERLAND | 4526 | 38 | 1844 | 2644 | 3018 | 38 |
| Rural | 968 | 16 | 324 | 628 | 512 | 16 | Rural | 2747 | 27 | 1077 | 1643 | 1769 | 27 |
| Urban | 938 | 2 | 400 | 536 | 605 | 2 | Urban | 1779 | 11 | 767 | 1001 | 1249 | 11 |
| ALEXANDER | 372 | 7 | 134 | 231 | 227 | 7 | CURRITUCK | 207 | 6 | 72 | 129 | 127 | 9 |
| Rural | 371 | 7 | 133 | 231 | 225 | 7 | Rural | 207 | 6 | 72 | 129 | 127 | 9 |
| Urban | 1 | 1 | 1 | | 2 | | Urban | | | | | | |
| ALLEGHANY | 144 | 2 | 50 | 92 | 67 | 2 | DARE | 203 | 3 | 45 | 155 | 80 | 6 |
| Rural | 144 | 2 | 50 | 92 | 67 | 2 | Rural | 203 | 3 | 45 | 155 | 80 | 6 |
| Urban | | | | | | | Urban | | | | | | |
| ANSON | 468 | 8 | 176 | 284 | 301 | 8 | DAVIDSON | 2246 | 28 | 887 | 1331 | 1367 | 30 |
| Rural | 323 | 8 | 124 | 191 | 206 | 8 | Rural | 1249 | 21 | 546 | 682 | 914 | 23 |
| Urban | 145 | | 52 | 93 | 95 | | Urban | 997 | 7 | 341 | 649 | 453 | 7 |
| ASHE | 334 | | 106 | 228 | 153 | | DAVIE | 349 | 6 | 126 | 217 | 229 | 7 |
| Rural | 334 | | 106 | 228 | 153 | | Rural | 273 | 4 | 112 | 157 | 207 | 5 |
| Urban | | | | | | | Urban | 76 | 2 | 14 | 60 | 22 | 2 |
| AVERY | 325 | 5 | 105 | 215 | 170 | 5 | DUPLIN | 774 | 12 | 293 | 469 | 447 | 12 |
| Rural | 325 | 5 | 105 | 215 | 170 | 5 | Rural | 593 | 12 | 230 | 351 | 355 | 12 |
| Urban | | | | | | | Urban | 181 | | 63 | 118 | 92 | |
| BEAUFORT | 774 | 18 | 248 | 508 | 394 | 22 | DURHAM | 4006 | 11 | 1331 | 2664 | 2027 | 12 |
| Rural | 493 | 16 | 159 | 318 | 253 | 20 | Rural | 779 | 9 | 289 | 481 | 446 | 10 |
| Urban | 281 | 2 | 89 | 190 | 141 | 2 | Urban | 3227 | 2 | 1042 | 2183 | 1581 | 2 |
| BERTIE | 438 | 8 | 139 | 291 | 217 | 9 | EDGECOMBE | 996 | 16 | 347 | 633 | 566 | 16 |
| Rural | 438 | 8 | 139 | 291 | 217 | 9 | Rural | 560 | 11 | 193 | 356 | 327 | 11 |
| Urban | | | | | | | Urban | 436 | 5 | 154 | 277 | 239 | 5 |
| BLADEN | 449 | 10 | 166 | 273 | 284 | 13 | FORSYTH | 5459 | 41 | 1881 | 3537 | 2797 | 44 |
| Rural | 449 | 10 | 166 | 273 | 284 | 13 | Rural | 1211 | 13 | 455 | 743 | 681 | 13 |
| Urban | | | | | | | Urban | 4248 | 28 | 1426 | 2794 | 2116 | 31 |
| BRUNSWICK | 734 | 19 | 263 | 452 | 446 | 23 | FRANKLIN | 457 | 12 | 179 | 266 | 295 | 14 |
| Rural | 734 | 19 | 263 | 452 | 446 | 23 | Rural | 397 | 12 | 158 | 227 | 266 | 14 |
| Urban | | | | | | | Urban | 60 | | 21 | 39 | 29 | |
| BUNCOMBE | 3881 | 30 | 1191 | 2660 | 1841 | 34 | GASTON | 3324 | 30 | 1154 | 2140 | 1801 | 36 |
| Rural | 1474 | 21 | 512 | 941 | 822 | 24 | Rural | 1382 | 23 | 535 | 824 | 853 | 27 |
| Urban | 2407 | 9 | 679 | 1719 | 1019 | 10 | Urban | 1942 | 7 | 619 | 1316 | 948 | 9 |
| BURKE | 1445 | 20 | 495 | 930 | 743 | 28 | GATES | 167 | 5 | 79 | 83 | 130 | 5 |
| Rural | 972 | 18 | 344 | 610 | 526 | 26 | Rural | 167 | 5 | 79 | 83 | 130 | 5 |
| Urban | 473 | 2 | 151 | 320 | 217 | 2 | Urban | | | | | | |
| CABARRUS | 1658 | 14 | 552 | 1092 | 839 | 16 | GRAHAM | 79 | 2 | 27 | 50 | 44 | 2 |
| Rural | 968 | 11 | 318 | 639 | 488 | 13 | Rural | 79 | 2 | 27 | 50 | 44 | 2 |
| Urban | 690 | 3 | 234 | 453 | 351 | 3 | Urban | | | | | | |
| CALDWELL | 1504 | 14 | 482 | 1008 | 761 | 18 | GRANVILLE | 582 | 9 | 207 | 366 | 314 | 11 |
| Rural | 804 | 11 | 289 | 504 | 475 | 15 | Rural | 364 | 6 | 143 | 215 | 215 | 8 |
| Urban | 700 | 3 | 193 | 504 | 286 | 3 | Urban | 218 | 3 | 66 | 151 | 99 | 3 |
| CAMDEN | 108 | 1 | 43 | 64 | 102 | 1 | GREENE | 230 | 6 | 69 | 155 | 123 | 8 |
| Rural | 108 | 1 | 43 | 64 | 102 | 1 | Rural | 230 | 6 | 69 | 155 | 123 | 8 |
| Urban | | | | | | | Urban | | | | | | |
| CARTERET | 729 | 12 | 304 | 413 | 469 | 13 | GUILFORD | 8707 | 38 | 3222 | 5447 | 4919 | 42 |
| Rural | 539 | 11 | 245 | 283 | 385 | 12 | Rural | 1802 | 20 | 644 | 1138 | 1007 | 22 |
| Urban | 190 | 1 | 59 | 130 | 84 | 1 | Urban | 6905 | 18 | 2578 | 4309 | 3912 | 20 |
| CASWELL | 410 | 9 | 148 | 253 | 236 | 11 | HALIFAX | 1071 | 17 | 353 | 701 | 588 | 19 |
| Rural | 410 | 9 | 148 | 253 | 236 | 11 | Rural | 548 | 17 | 203 | 328 | 329 | 19 |
| Urban | | | | | | | Urban | 523 | | 150 | 373 | 259 | |
| CATANBIA | 2603 | 16 | 714 | 1873 | 1087 | 20 | HARNETT | 958 | 24 | 431 | 503 | 712 | 27 |
| Rural | 1267 | 15 | 359 | 893 | 537 | 19 | Rural | 755 | 22 | 357 | 376 | 584 | 25 |
| Urban | 1336 | 1 | 355 | 980 | 550 | 1 | Urban | 203 | 2 | 74 | 127 | 128 | 2 |
| CHATHAM | 644 | 16 | 226 | 402 | 376 | 17 | HAYWOOD | 773 | 5 | 244 | 524 | 377 | 7 |
| Rural | 507 | 14 | 192 | 301 | 310 | 15 | Rural | 570 | 5 | 186 | 379 | 286 | 7 |
| Urban | 137 | 2 | 34 | 101 | 66 | 2 | Urban | 203 | | 58 | 145 | 91 | |
| CHEROKEE | 241 | 5 | 94 | 142 | 147 | 6 | HENDERSON | 1159 | 10 | 340 | 809 | 524 | 10 |
| Rural | 241 | 5 | 94 | 142 | 147 | 6 | Rural | 777 | 9 | 246 | 522 | 386 | 9 |
| Urban | | | | | | | Urban | 382 | 1 | 94 | 287 | 138 | 1 |
| CHOWAN | 185 | 1 | 67 | 117 | 118 | 1 | HERTFORD | 541 | 13 | 206 | 322 | 370 | 17 |
| Rural | 83 | 1 | 37 | 45 | 70 | 1 | Rural | 348 | 13 | 156 | 179 | 289 | 17 |
| Urban | 102 | | 30 | 72 | 48 | | Urban | 193 | 50 | 143 | 81 | | |
| CLAY | 95 | | 38 | 57 | 45 | | HOKE | 331 | 15 | 129 | 187 | 238 | 20 |
| Rural | 95 | | 38 | 57 | 45 | | Rural | 254 | 13 | 103 | 138 | 198 | 18 |
| Urban | | | | | | | Urban | 77 | 2 | 26 | 49 | 40 | 2 |
| CLEVELAND | 1701 | 18 | 618 | 1065 | 979 | 24 | HYDE | 38 | 3 | 18 | 17 | 34 | 3 |
| Rural | 1004 | 15 | 405 | 584 | 627 | 20 | Rural | 38 | 3 | 18 | 17 | 34 | 3 |
| Urban | 697 | 3 | 213 | 481 | 352 | 4 | Urban | 811 | 2 | 276 | 533 | 404 | 2 |
| COLUMBUS | 967 | 23 | 350 | 594 | 621 | 24 | IREDELL | 1686 | 17 | 614 | 1055 | 943 | 20 |
| Rural | 737 | 18 | 282 | 437 | 497 | 19 | Rural | 875 | 15 | 338 | 522 | 539 | 18 |
| Urban | 230 | 5 | 68 | 157 | 124 | 5 | Urban | 811 | 2 | 276 | 533 | 404 | 2 |
| CRAVEN | 1193 | 15 | 444 | 734 | 733 | 17 | JACKSON | 478 | 6 | 153 | 319 | 230 | 6 |
| Rural | 631 | 13 | 269 | 349 | 462 | 15 | Rural | 478 | 6 | 153 | 319 | 230 | 6 |
| Urban | 562 | 2 | 175 | 385 | 271 | 2 | Urban | | | | | | |

COUNTY DATA

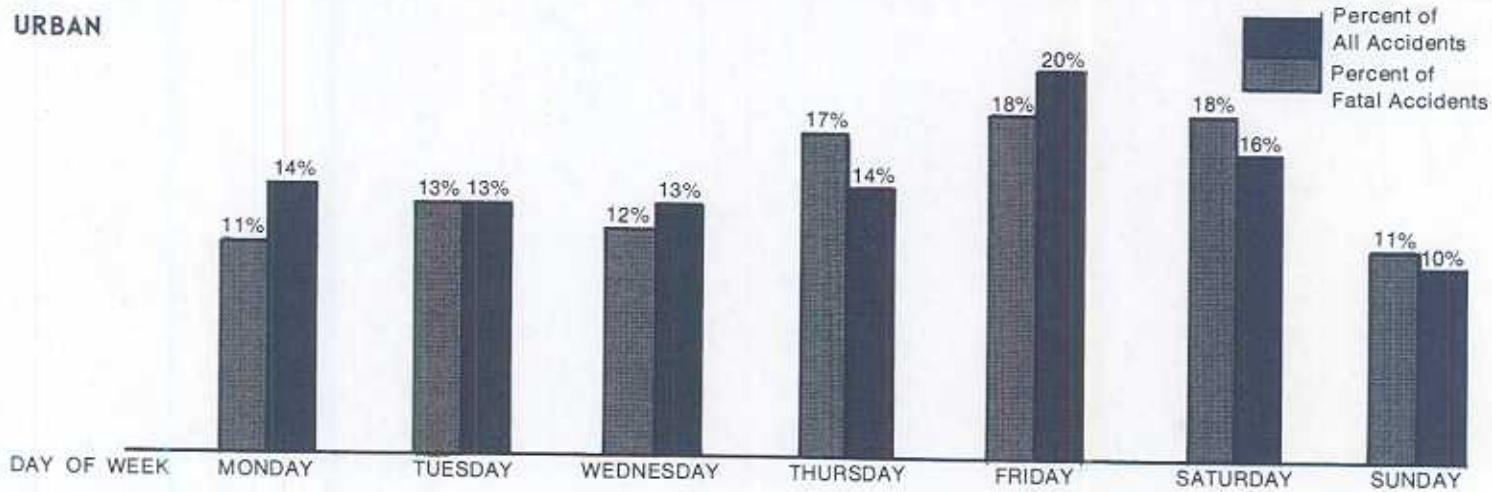
| COUNTIES | TOTAL ALL ACCIDENTS | | NON-FATAL | PROP. DAM. | PERSONS | | COUNTIES | TOTAL ALL ACCIDENTS | | NON-FATAL | PROP. DAM. | PERSONS | |
|-------------|---------------------|----------------|-----------|------------|---------|-------|--------------|---------------------|----------------|-----------|------------|---------|-------|
| | FATAL | INJURED KILLED | | | RURAL | URBAN | | FATAL | INJURED KILLED | | | RURAL | URBAN |
| JOHNSTON | 1393 | 25 | 533 | 835 | 865 | 30 | RANDOLPH | 1445 | 19 | 567 | 859 | 938 | 23 |
| Rural | 1023 | 23 | 399 | 601 | 654 | 28 | Rural | 1052 | 18 | 425 | 609 | 718 | 21 |
| Urban | 370 | 2 | 134 | 234 | 211 | 2 | Urban | 393 | 1 | 142 | 250 | 220 | 2 |
| JONES | 205 | 6 | 105 | 94 | 175 | 8 | RICHMOND | 764 | 16 | 286 | 462 | 502 | 18 |
| Rural | 205 | 6 | 105 | 94 | 175 | 8 | Rural | 429 | 16 | 173 | 240 | 299 | 18 |
| Urban | | | | | | | Urban | 335 | | 113 | 222 | 203 | |
| LEE | 895 | 8 | 290 | 597 | 468 | 11 | ROBESON | 2030 | 48 | 741 | 1241 | 1255 | 66 |
| Rural | 365 | 7 | 154 | 204 | 267 | 10 | Rural | 1318 | 44 | 525 | 749 | 906 | 62 |
| Urban | 530 | 1 | 136 | 393 | 201 | 1 | Urban | 712 | 4 | 216 | 492 | 349 | 4 |
| LENOIR | 1391 | 24 | 413 | 954 | 631 | 24 | ROCKINGHAM | 1542 | 18 | 530 | 994 | 894 | 20 |
| Rural | 752 | 20 | 223 | 509 | 357 | 20 | Rural | 915 | 16 | 331 | 568 | 602 | 17 |
| Urban | 639 | 4 | 190 | 445 | 274 | 4 | Urban | 627 | 2 | 199 | 426 | 292 | 3 |
| LINCOLN | 639 | 11 | 211 | 417 | 352 | 15 | ROWAN | 1967 | 16 | 607 | 1344 | 914 | 19 |
| Rural | 492 | 10 | 166 | 316 | 282 | 14 | Rural | 1220 | 13 | 415 | 792 | 628 | 15 |
| Urban | 147 | 1 | 45 | 101 | 70 | 1 | Urban | 747 | 3 | 192 | 552 | 286 | 4 |
| MACON | 267 | 3 | 85 | 179 | 145 | 4 | RUTHERFORD | 995 | 14 | 324 | 657 | 507 | 14 |
| Rural | 267 | 3 | 85 | 179 | 145 | 4 | Rural | 640 | 13 | 220 | 407 | 343 | 13 |
| Urban | | | | | | | Urban | 355 | 1 | 104 | 250 | 164 | 1 |
| MADISON | 227 | 5 | 78 | 144 | 127 | 5 | SAMPSON | 851 | 24 | 312 | 515 | 542 | 28 |
| Rural | 227 | 5 | 78 | 144 | 127 | 5 | Rural | 694 | 22 | 262 | 410 | 473 | 26 |
| Urban | | | | | | | Urban | 157 | 2 | 50 | 105 | 69 | 2 |
| MARTIN | 517 | 12 | 203 | 302 | 321 | 15 | SCOTLAND | 515 | 14 | 227 | 274 | 394 | 14 |
| Rural | 370 | 12 | 147 | 211 | 230 | 15 | Rural | 310 | 13 | 141 | 156 | 264 | 13 |
| Urban | 147 | | 56 | 91 | 91 | | Urban | 205 | 1 | 86 | 118 | 130 | 1 |
| MCDOWELL | 772 | 13 | 262 | 497 | 450 | 14 | STANLY | 729 | 5 | 271 | 453 | 402 | 5 |
| Rural | 642 | 13 | 221 | 408 | 391 | 14 | Rural | 463 | 3 | 178 | 282 | 259 | 3 |
| Urban | 130 | | 41 | 89 | 59 | | Urban | 266 | 2 | 93 | 171 | 143 | 2 |
| MECKLENBURG | 11102 | 64 | 3923 | 7115 | 6175 | 69 | STOKES | 391 | 7 | 150 | 234 | 261 | 8 |
| Rural | 1851 | 27 | 633 | 1191 | 970 | 32 | Rural | 391 | 7 | 150 | 234 | 261 | 8 |
| Urban | 9251 | 37 | 3290 | 5924 | 5205 | 37 | Urban | | | | | | |
| MITCHELL | 255 | | 67 | 188 | 107 | | SURRY | 1296 | 20 | 437 | 839 | 687 | 23 |
| Rural | 255 | | 67 | 188 | 107 | | Rural | 872 | 17 | 297 | 558 | 478 | 20 |
| Urban | | | | | | | Urban | 424 | 3 | 140 | 281 | 209 | 3 |
| MONTGOMERY | 421 | 5 | 165 | 251 | 281 | 7 | SWAIN | 175 | 1 | 69 | 105 | 120 | 1 |
| Rural | 421 | 5 | 165 | 251 | 281 | 7 | Rural | 175 | 1 | 69 | 105 | 120 | 1 |
| Urban | | | | | | | Urban | | | | | | |
| MOORE | 800 | 11 | 281 | 508 | 448 | 11 | TRANSYLVANIA | 386 | 2 | 168 | 216 | 260 | 2 |
| Rural | 666 | 11 | 226 | 429 | 368 | 11 | Rural | 292 | 2 | 138 | 152 | 216 | 2 |
| Urban | 134 | | 55 | 79 | 80 | | Urban | 94 | | 30 | 64 | 44 | |
| NASH | 1574 | 22 | 606 | 946 | 981 | 26 | TYRRELL | 51 | | 20 | 31 | 25 | |
| Rural | 912 | 15 | 331 | 566 | 553 | 15 | Rural | 51 | | 20 | 31 | 25 | |
| Urban | 662 | 7 | 275 | 380 | 428 | 11 | Urban | | | | | | |
| NEW HANOVER | 2514 | 14 | 954 | 1546 | 1486 | 14 | UNION | 951 | 19 | 378 | 554 | 633 | 23 |
| Rural | 753 | 5 | 309 | 439 | 490 | 5 | Rural | 570 | 17 | 245 | 308 | 412 | 21 |
| Urban | 1761 | 9 | 645 | 1107 | 996 | 9 | Urban | 381 | 2 | 133 | 246 | 221 | 2 |
| NORTHAMPTON | 379 | 6 | 132 | 241 | 240 | 6 | VANCE | 700 | 13 | 221 | 466 | 343 | 14 |
| Rural | 379 | 6 | 132 | 241 | 240 | 6 | Rural | 391 | 10 | 125 | 256 | 207 | 11 |
| Urban | | | | | | | Urban | 309 | 3 | 96 | 210 | 136 | 3 |
| ONSLOW | 2033 | 35 | 721 | 1277 | 1102 | 42 | WAKE | 6988 | 40 | 2408 | 4540 | 3753 | 43 |
| Rural | 1570 | 31 | 604 | 935 | 932 | 38 | Rural | 2339 | 27 | 962 | 1350 | 1614 | 29 |
| Urban | 463 | 4 | 117 | 342 | 170 | 4 | Urban | 4649 | 13 | 1446 | 3190 | 2139 | 14 |
| ORANGE | 1232 | 13 | 452 | 767 | 652 | 17 | WARREN | 228 | 8 | 70 | 150 | 115 | 11 |
| Rural | 725 | 12 | 293 | 420 | 435 | 16 | Rural | 228 | 8 | 70 | 150 | 115 | 11 |
| Urban | 507 | 1 | 159 | 347 | 217 | 1 | Urban | | | | | | |
| PAMLICO | 135 | 5 | 57 | 73 | 101 | 7 | WASHINGTON | 266 | 3 | 80 | 183 | 138 | 3 |
| Rural | 135 | 5 | 57 | 73 | 101 | 7 | Rural | 190 | 3 | 64 | 123 | 117 | 3 |
| Urban | | | | | | | Urban | 76 | | 16 | 60 | 21 | |
| PASQUOTANK | 602 | 4 | 195 | 403 | 287 | 4 | WATAUGA | 697 | 6 | 185 | 506 | 275 | 6 |
| Rural | 249 | 2 | 83 | 164 | 126 | 2 | Rural | 474 | 5 | 139 | 330 | 211 | 5 |
| Urban | 353 | 2 | 112 | 239 | 161 | 2 | Urban | 223 | 1 | 46 | 176 | 64 | 1 |
| PENDER | 374 | 8 | 164 | 202 | 272 | 8 | WAYNE | 2073 | 26 | 752 | 1295 | 1198 | 27 |
| Rural | 374 | 8 | 164 | 202 | 272 | 8 | Rural | 1037 | 20 | 385 | 632 | 642 | 20 |
| Urban | | | | | | | Urban | 1036 | 6 | 367 | 663 | 556 | 7 |
| PERQUIMANS | 145 | 5 | 57 | 83 | 80 | 5 | WILKES | 1094 | 19 | 410 | 665 | 648 | 21 |
| Rural | 144 | 5 | 56 | 83 | 79 | 5 | Rural | 936 | 19 | 350 | 567 | 556 | 21 |
| Urban | 1 | | 1 | | 1 | | Urban | 158 | | 60 | 98 | 92 | |
| PERSON | 650 | 12 | 211 | 427 | 350 | 19 | WILSON | 1541 | 33 | 573 | 935 | 941 | 37 |
| Rural | 387 | 8 | 142 | 237 | 234 | 13 | Rural | 724 | 18 | 273 | 433 | 486 | 20 |
| Urban | 263 | 4 | 69 | 190 | 116 | 6 | Urban | 817 | 15 | 300 | 502 | 455 | 17 |
| PITT | 1842 | 29 | 657 | 1156 | 1063 | 29 | YADKIN | 400 | 3 | 127 | 270 | 185 | 3 |
| Rural | 813 | 24 | 353 | 436 | 618 | 24 | Rural | 400 | 3 | 127 | 270 | 185 | 3 |
| Urban | 1029 | 5 | 304 | 720 | 445 | 5 | Urban | | | | | | |
| POLK | 269 | 2 | 87 | 180 | 131 | 2 | YANCEY | 189 | 4 | 75 | 110 | 109 | 4 |
| Rural | 269 | 2 | 87 | 180 | 131 | 2 | Rural | 189 | 4 | 75 | 110 | 109 | 4 |
| Urban | | | | | | | Urban | | | | | | |
| TOTALS | | | | | | | TOTALS | 121552 | 1382 | 43025 | 77145 | 68104 | 1583 |
| | | | | | | | Rural | 61851 | 1121 | 23017 | 37713 | 37494 | 1300 |
| | | | | | | | Urban | 59701 | 261 | 20008 | 39432 | 30610 | 283 |

STATEWIDE

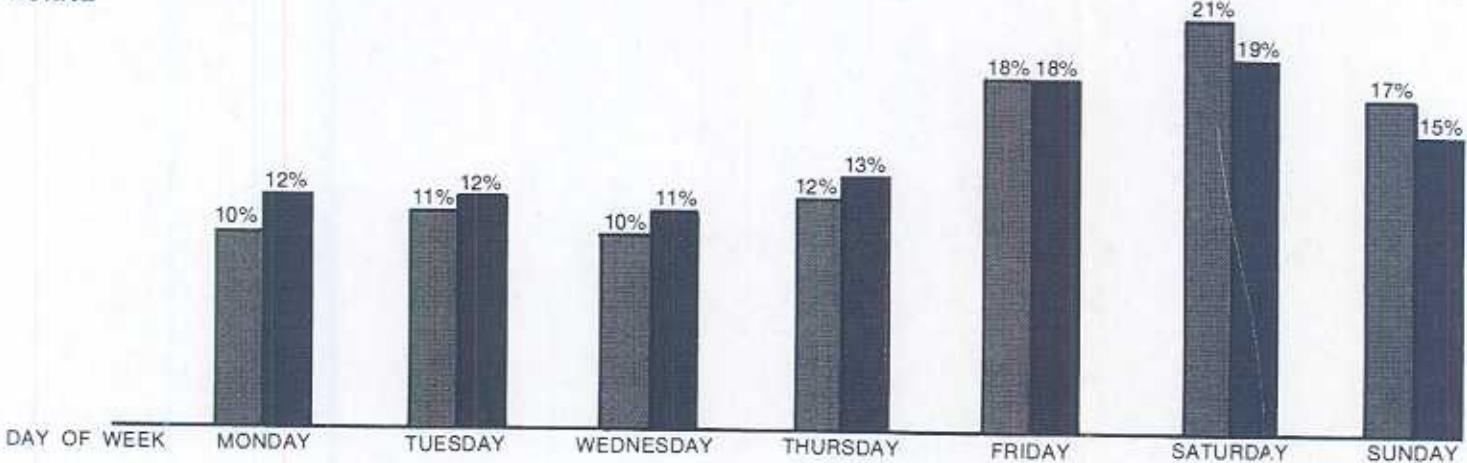
HOUR OF DAY AND DAY OF WEEK

| TIME Hour Beginning | Total | | Monday | | Tuesday | | Wednesday | | Thursday | | Friday | | Saturday | | Sunday | | |
|------------------------|-------------|--------|--------|-------|---------|-------|-----------|-------|----------|-------|--------|-------|----------|-------|--------|-------|-----|
| | All | Fatal | All | Fatal | All | Fatal | All | Fatal | All | Fatal | All | Fatal | All | Fatal | All | Fatal | |
| Before Noon | 0. Midnight | 3148 | 74 | 284 | 3 | 258 | 8 | 269 | 9 | 270 | 6 | 357 | 8 | 877 | 26 | 833 | 14 |
| | 1. 1:00 | 2906 | 62 | 227 | 6 | 221 | 5 | 212 | 7 | 254 | 8 | 301 | 4 | 863 | 14 | 828 | 18 |
| | 2. 2:00 | 1974 | 41 | 157 | | 144 | 4 | 123 | 3 | 150 | 2 | 169 | 7 | 617 | 11 | 614 | 14 |
| | 3. 3:00 | 1290 | 30 | 106 | 1 | 100 | 2 | 80 | 1 | 96 | 4 | 110 | 5 | 389 | 11 | 409 | 6 |
| | 4. 4:00 | 907 | 18 | 74 | 3 | 61 | | 54 | 2 | 74 | | 101 | 1 | 269 | 6 | 274 | 6 |
| | 5. 5:00 | 847 | 17 | 81 | 1 | 102 | 2 | 77 | | 94 | 2 | 112 | 1 | 202 | 7 | 179 | 4 |
| | 6. 6:00 | 2247 | 29 | 352 | | 374 | 7 | 370 | 5 | 395 | 7 | 379 | 3 | 233 | 3 | 144 | 4 |
| | 7. 7:00 | 5069 | 49 | 933 | 7 | 931 | 9 | 840 | 6 | 911 | 12 | 958 | 9 | 332 | 5 | 164 | 1 |
| | 8. 8:00 | 5576 | 33 | 1065 | 5 | 963 | 6 | 941 | 8 | 987 | 2 | 1007 | 8 | 434 | 3 | 179 | 1 |
| | 9. 9:00 | 3961 | 29 | 687 | 5 | 566 | 7 | 524 | 4 | 605 | 2 | 637 | 3 | 602 | 3 | 340 | 5 |
| After Noon | 10. 10:00 | 4269 | 33 | 655 | 6 | 574 | 1 | 485 | 2 | 560 | 7 | 749 | 4 | 814 | 5 | 432 | 8 |
| | 11. 11:00 | 5293 | 47 | 798 | 4 | 688 | 5 | 669 | 5 | 659 | 6 | 915 | 7 | 1074 | 10 | 490 | 10 |
| | 12. Noon | 6362 | 37 | 911 | 7 | 828 | 5 | 770 | 5 | 840 | 4 | 1179 | 6 | 1168 | 3 | 666 | 7 |
| | 13. 1:00 | 6110 | 39 | 846 | 6 | 771 | 2 | 750 | 5 | 729 | 5 | 1109 | 3 | 1124 | 7 | 781 | 11 |
| | 14. 2:00 | 6971 | 50 | 943 | 3 | 890 | 9 | 827 | 6 | 896 | 9 | 1270 | 9 | 1210 | 6 | 935 | 8 |
| | 15. 3:00 | 9655 | 77 | 1353 | 9 | 1351 | 7 | 1235 | 8 | 1376 | 10 | 1932 | 17 | 1396 | 16 | 1012 | 10 |
| | 16. 4:00 | 10320 | 87 | 1503 | 7 | 1370 | 13 | 1372 | 9 | 1445 | 12 | 2154 | 17 | 1380 | 15 | 1096 | 14 |
| | 17. 5:00 | 10114 | 109 | 1413 | 17 | 1355 | 14 | 1301 | 13 | 1480 | 12 | 2073 | 25 | 1366 | 14 | 1126 | 14 |
| | 18. 6:00 | 7039 | 81 | 845 | 7 | 795 | 10 | 730 | 7 | 876 | 11 | 1423 | 17 | 1313 | 19 | 1057 | 10 |
| | 19. 7:00 | 6001 | 104 | 658 | 14 | 668 | 10 | 656 | 11 | 729 | 10 | 1148 | 19 | 1256 | 27 | 886 | 13 |
| 24. Not stated | 20. 8:00 | 5106 | 83 | 501 | 7 | 565 | 10 | 516 | 4 | 610 | 10 | 1036 | 21 | 1130 | 19 | 748 | 12 |
| | 21. 9:00 | 4808 | 69 | 485 | 7 | 514 | 10 | 515 | 6 | 584 | 8 | 969 | 9 | 1079 | 20 | 661 | 9 |
| | 22. 10:00 | 4503 | 84 | 446 | 9 | 452 | 5 | 446 | 11 | 549 | 9 | 1092 | 25 | 1000 | 14 | 518 | 11 |
| | 23. 11:00 | 4580 | 89 | 387 | 7 | 433 | 9 | 451 | 7 | 515 | 17 | 1176 | 23 | 1188 | 20 | 430 | 6 |
| | TOTALS | 121552 | 1382 | 16062 | 142 | 15309 | 159 | 14506 | 148 | 16005 | 176 | 22801 | 251 | 21760 | 287 | 15108 | 218 |

URBAN

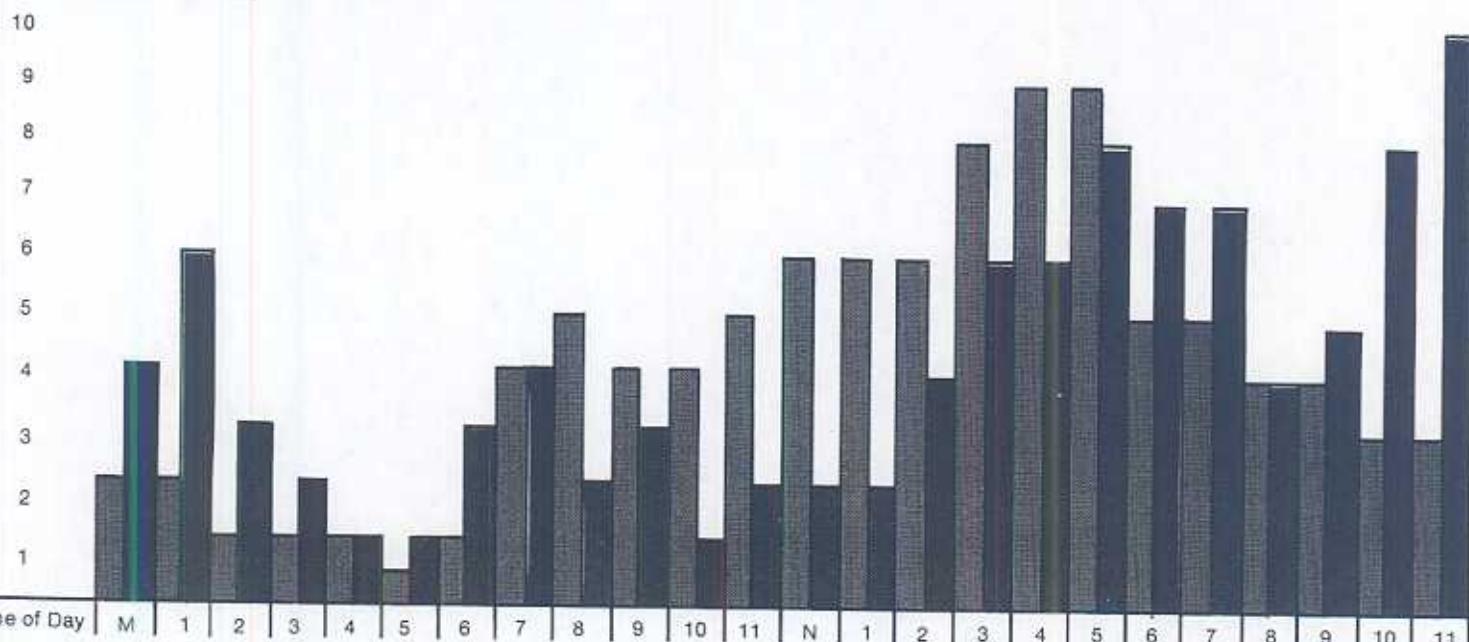


RURAL



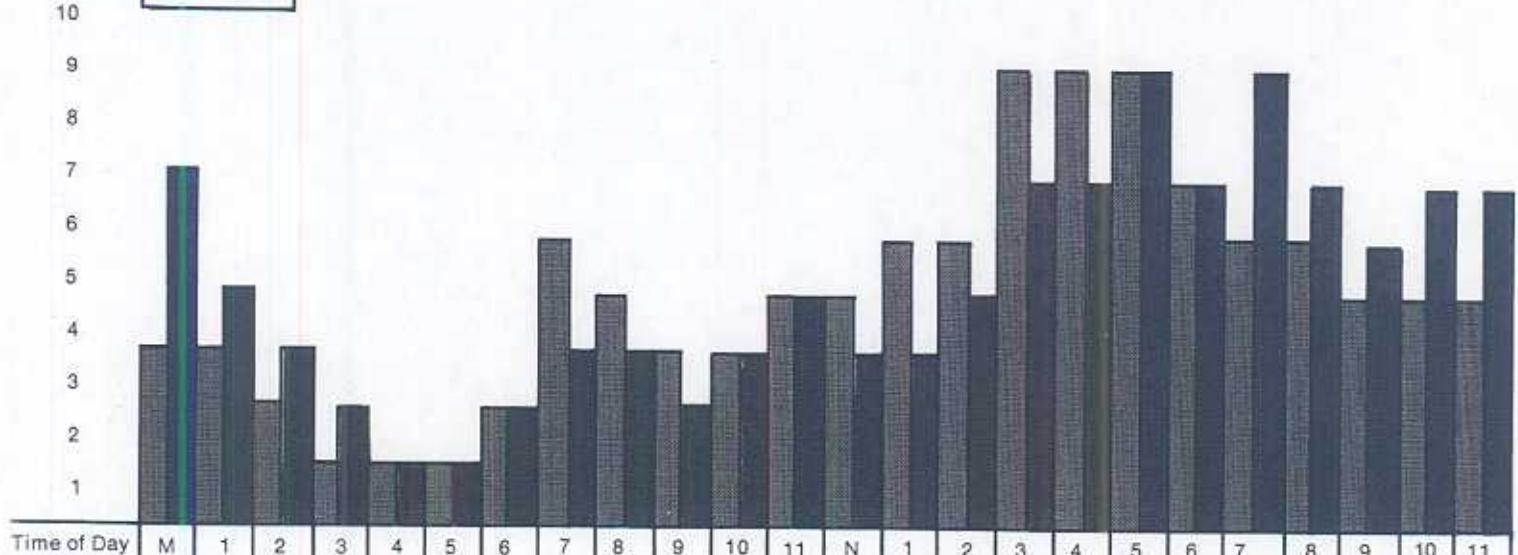
Percent

URBAN



Percent

RURAL



ALL ACCIDENTS

FATAL ACCIDENTS

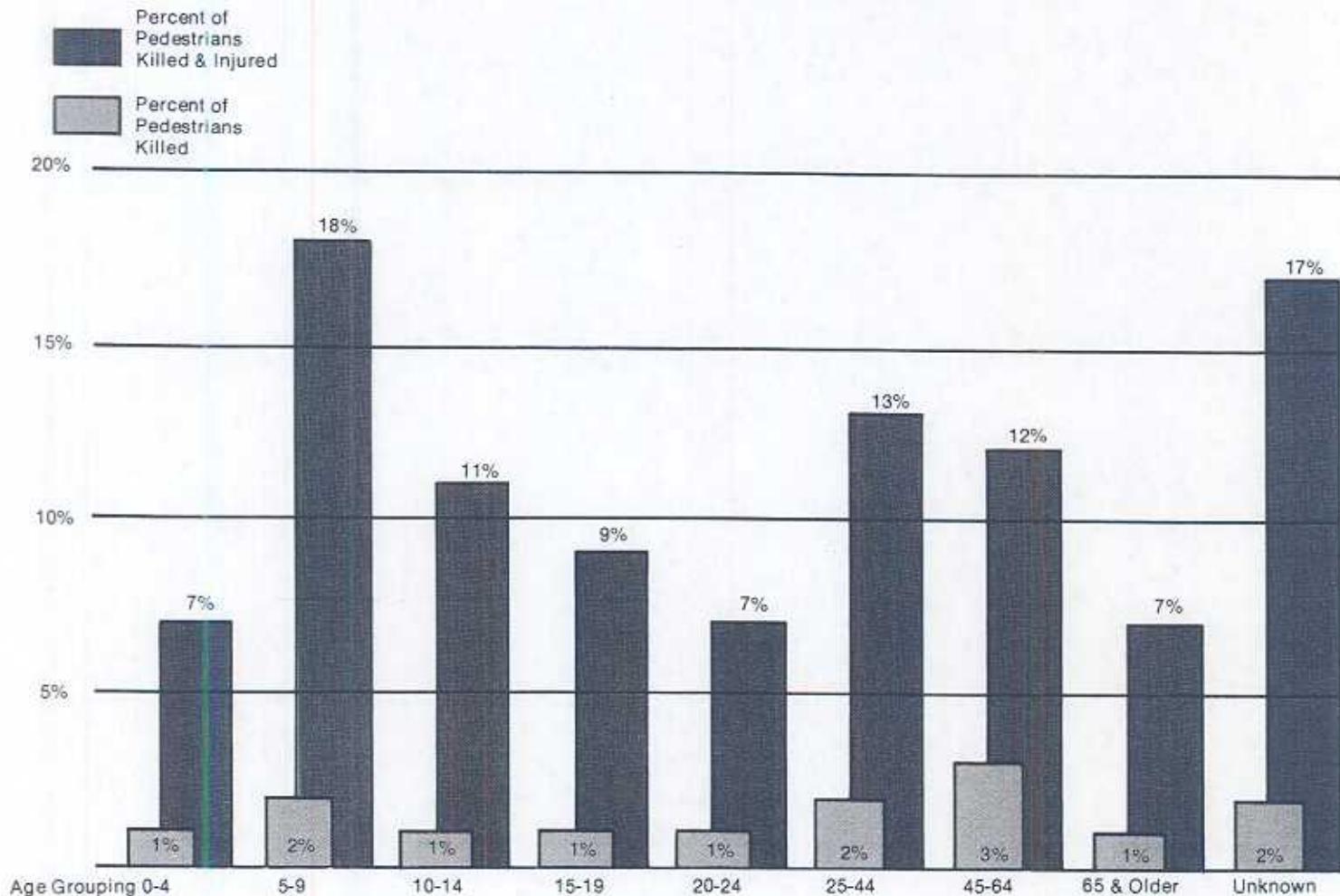
M = Midnight

N = Noon

PEDESTRIAN ACTION & AGE DISTRIBUTION
STATEWIDE

| PEDESTRIAN ACTIONS BY AGE | Pedes- trians Killed | AGES OF PEDESTRIANS KILLED AND INJURED | | | | | | | | | |
|--|----------------------------|--|------------|------------|------------|------------|------------|------------|------------|---------------|---------------|
| | | TOTAL | 0-4 | 5-9 | 10-14 | 15-19 | 20-24 | 25-44 | 45-64 | 65 & Older | Not Stated |
| Crossing or entering roadway—at intersection | 20 | 283 | 12 | 42 | 26 | 20 | 16 | 38 | 39 | 46 | 44 |
| Same—not at intersection | 126 | 1087 | 109 | 255 | 133 | 73 | 50 | 111 | 126 | 74 | 156 |
| Coming from behind parked car | 6 | 118 | 22 | 34 | 18 | 8 | 4 | 9 | 6 | 2 | 15 |
| Walking in roadway—with traffic | 30 | 146 | 3 | 3 | 12 | 31 | 15 | 29 | 23 | 9 | 21 |
| Same—against traffic | 14 | 74 | 1 | 5 | 10 | 10 | 6 | 13 | 10 | 11 | 8 |
| Standing in roadway | 12 | 108 | 2 | 4 | 4 | 9 | 16 | 23 | 18 | 4 | 28 |
| Going to or from stopped school bus | | | 1 | | 1 | | | | | | |
| Getting on or off vehicle | 2 | 28 | 1 | 1 | 5 | 3 | 2 | 4 | 4 | 2 | 6 |
| Working in roadway | 2 | 31 | | 1 | 1 | 5 | 4 | 6 | 7 | 2 | 5 |
| Playing in roadway | 5 | 69 | 14 | 25 | 12 | 6 | | | | | 12 |
| Lying in roadway | 21 | 29 | | | 1 | 1 | 3 | 15 | 5 | | 4 |
| Other in roadway | 36 | 242 | 10 | 26 | 18 | 22 | 26 | 47 | 28 | 10 | 55 |
| Not in roadway | 6 | 94 | | 4 | 12 | 11 | 6 | 12 | 9 | 8 | 32 |
| Not stated | 18 | 120 | 3 | 25 | 10 | 13 | 11 | 18 | 13 | 10 | 17 |
| TOTAL PEDESTRIANS | 298 | 2430 | 177 | 426 | 262 | 212 | 159 | 325 | 288 | 178 | 403 |

TOTAL PEDESTRIANS



PEDESTRIAN DATA

RURAL

URBAN

| Pedestrians Killed | | | Pedestrians Injured | | |
|--------------------|------------|-----------|---------------------|------------|------------|
| Total | Male | Female | Total | Male | Female |
| 11 | 6 | 5 | 51 | 28 | 23 |
| 34 | 18 | 16 | 150 | 101 | 49 |
| 13 | 9 | 4 | 103 | 56 | 47 |
| 15 | 14 | 1 | 93 | 64 | 29 |
| 12 | 11 | 1 | 64 | 45 | 19 |
| 22 | 20 | 2 | 60 | 43 | 17 |
| 17 | 13 | 4 | 51 | 35 | 16 |
| 26 | 22 | 4 | 41 | 33 | 8 |
| 19 | 18 | 1 | 33 | 23 | 10 |
| 10 | 7 | 3 | 35 | 22 | 13 |
| 10 | 6 | 4 | 13 | 7 | 6 |
| 24 | 19 | 5 | *133 | 76 | 27 |
| 213 | 163 | 50 | 827 | 533 | 264 |

*30 Sex Not Stated

| AGE OF CASUALTY | Pedestrians Killed | | | Pedestrians Injured | | |
|-----------------|--------------------|-----------|-----------|---------------------|------------|------------|
| | Total | Male | Female | Total | Male | Female |
| 1. 0 thru 4 | 7 | 4 | 3 | 108 | 76 | 32 |
| 2. 5 thru 9 | 11 | 6 | 5 | 231 | 138 | 93 |
| 3. 10 thru 14 | | | | 146 | 71 | 75 |
| 4. 15 thru 19 | 5 | 4 | 1 | 99 | 53 | 46 |
| 5. 20 thru 24 | 2 | 2 | | 81 | 57 | 24 |
| 6. 25 thru 34 | 3 | 3 | | 94 | 58 | 36 |
| 7. 35 thru 44 | 7 | 6 | 1 | 71 | 46 | 25 |
| 8. 45 thru 54 | 9 | 6 | 3 | 76 | 51 | 25 |
| 9. 55 thru 64 | 11 | 9 | 2 | 73 | 37 | 36 |
| 10. 65 thru 74 | 7 | 6 | 1 | 72 | 33 | 39 |
| 11. 75 & older | 5 | 3 | 2 | 26 | 16 | 10 |
| 12. Not stated | 18 | 9 | 9 | *229 | 115 | 83 |
| TOTALS | 85 | 58 | 27 | 1306 | 751 | 524 |

*31 Sex Not Stated

| All Accidents | Fatal Accidents | Injury Accidents |
|---------------|-----------------|------------------|
| 546 | 68 | 478 |
| 93 | 14 | 79 |
| 86 | 28 | 58 |
| 314 | 103 | 212 |
| 1039 | 213 | 827 |

| PEDESTRIAN'S DRINKING CONDITION | | |
|--|--|--|
| 1. Had not been drinking | | |
| 2. Drinking - ability impaired | | |
| 3. Drinking - ability impairment not known | | |
| 4. Not stated | | |
| TOTAL PEDESTRIANS | | |

| All Accidents | Fatal Accidents | Injury Accidents |
|---------------|-----------------|------------------|
| 830 | 22 | 808 |
| 59 | | 59 |
| 91 | 10 | 81 |
| 411 | 53 | 358 |
| 1391 | 85 | 1306 |

| | | |
|-------------|------------|------------|
| 9 | 1 | 8 |
| 4 | 1 | 3 |
| 35 | 6 | 29 |
| 564 | 63 | 501 |
| 260 | 117 | 143 |
| 167 | 25 | 143 |
| 1039 | 213 | 827 |

| PEDESTRIAN'S PHYSICAL CONDITION | | |
|---------------------------------|--|--|
| 1. Ill | | |
| 2. Fatigued | | |
| 3. Asleep | | |
| 4. Other physical impairment | | |
| 5. Normal | | |
| 6. Condition not known | | |
| 7. Not stated | | |
| TOTAL PEDESTRIANS | | |

| All Accidents | Fatal Accidents | Injury Accidents |
|---------------|-----------------|------------------|
| 3 | | 3 |
| 4 | | 4 |
| 1 | | 1 |
| 50 | 4 | 46 |
| 717 | 13 | 704 |
| 354 | 51 | 303 |
| 262 | 17 | 245 |
| 1391 | 85 | 1306 |

PEDESTRIANS BY GEOGRAPHIC LOCATION

URBAN PEDESTRIAN FATALITIES

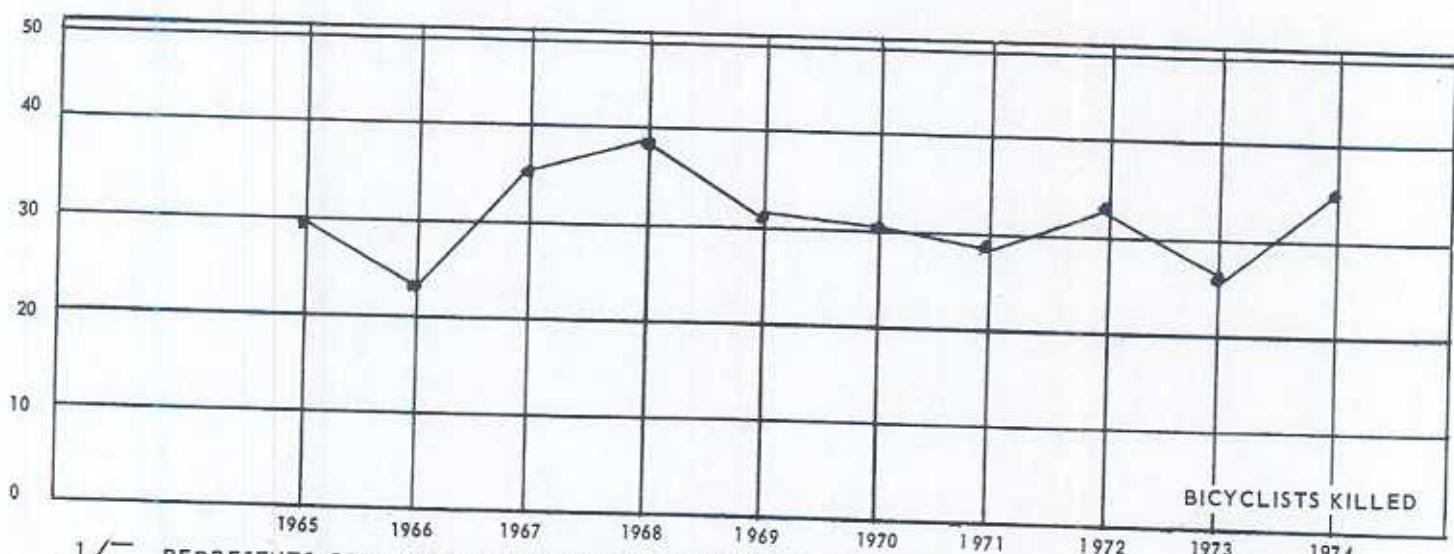
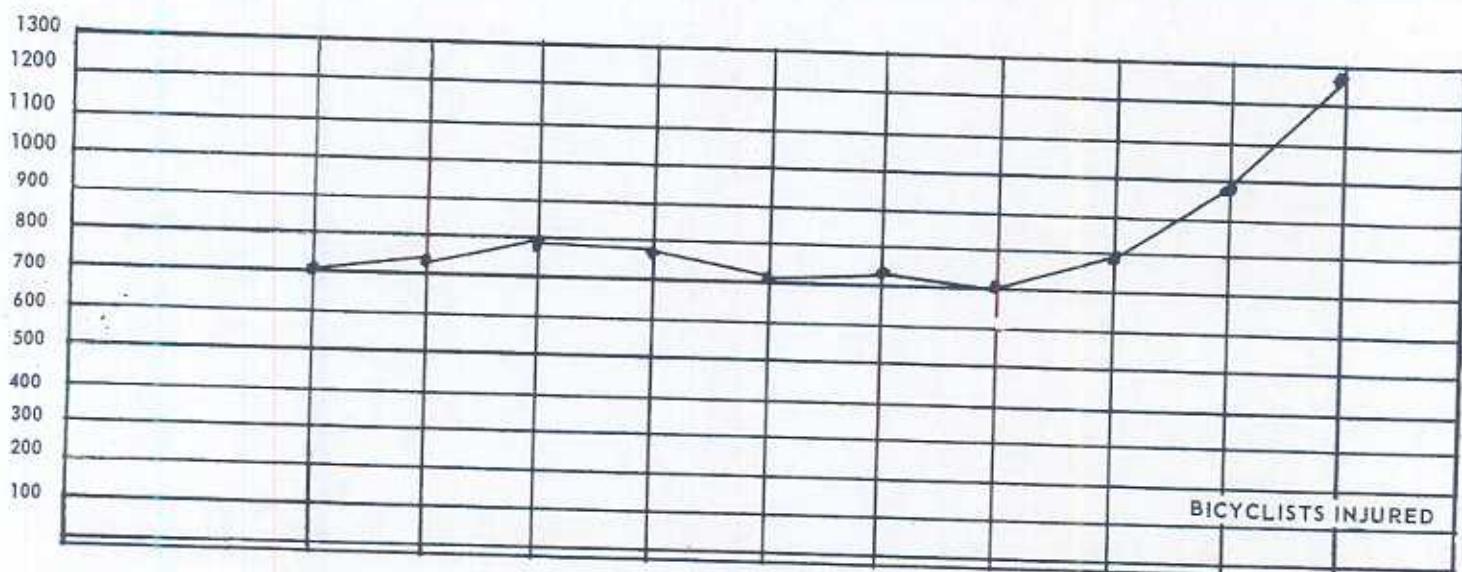
| CITY | FATALITIES | CITY | FATALITIES | CITY | FATALITIES |
|----------------|------------|----------------|------------|---------------|------------|
| Asheville | 3 | Henderson | 2 | Raleigh | 1 |
| Ayden | 1 | High Point | 5 | Reidsville | 1 |
| Charlotte | 8 | Jacksonville | 2 | Rocky Mount | 2 |
| Clinton | 1 | Kings Mountain | 1 | Roxboro | 4 |
| Concord | 2 | Kinston | 3 | Sanford | 1 |
| Conover | 1 | Lenoir | 1 | Thomasville | 2 |
| Durham | 1 | Lexington | 1 | Washington | 2 |
| Elizabeth City | 1 | Lincolnton | 1 | Whiteville | 1 |
| Fayetteville | 2 | Lumberton | 2 | Wilmington | 4 |
| Gastonia | 2 | Mocksville | 1 | Wilson | 8 |
| Goldsboro | 1 | Morganton | 2 | Winston-Salem | 9 |
| Greensboro | 2 | Mount Airy | 1 | | |
| Greenville | 2 | New Bern | 1 | TOTAL | 85 |

RURAL PEDESTRIAN FATALITIES

| COUNTY | FATALITIES | COUNTY | FATALITIES | COUNTY | FATALITIES |
|------------|------------|-------------|------------|------------|------------|
| Alamance | 1 | Forsyth | 2 | Onslow | 8 |
| Anson | 5 | Franklin | 3 | Orange | 2 |
| Beaufort | 5 | Gaston | 2 | Pasquotank | 1 |
| Bertie | 1 | Guilford | 4 | Pender | 2 |
| Bladen | 4 | Halifax | 2 | Perquimans | 1 |
| Brunswick | 6 | Harnett | 6 | Pitt | 4 |
| Buncombe | 2 | Haywood | 1 | Randolph | 3 |
| Burke | 6 | Henderson | 2 | Richmond | 7 |
| Cabarrus | 2 | Hertford | 5 | Robeson | 11 |
| Caldwell | 1 | Hoke | 1 | Rockingham | 3 |
| Carteret | 2 | Iredell | 2 | Rowan | 2 |
| Caswell | 1 | Jackson | 1 | Rutherford | 3 |
| Catawba | 1 | Johnston | 5 | Sampson | 8 |
| Chatham | 1 | Lenoir | 4 | Scotland | 4 |
| Cherokee | 1 | Lincoln | 2 | Surry | 4 |
| Cleveland | 2 | Madison | 1 | Union | 2 |
| Columbus | 3 | Martin | 5 | Vance | 2 |
| Craven | 2 | McDowell | 2 | Wake | 2 |
| Cumberland | 7 | Mecklenburg | 10 | Warren | 1 |
| Currituck | 1 | Montgomery | 2 | Watauga | 1 |
| Davidson | 2 | Moore | 1 | Wayne | 3 |
| Duplin | 4 | Nash | 2 | Wilkes | 3 |
| Durham | 1 | New Hanover | 1 | Wilson | 6 |
| Edgecombe | 2 | Northampton | 1 | TOTAL | 213 |

BICYCLE FACTS: 1965 - 1974 1/

| YEAR | NUMBER BICYCLE ACCIDENTS | | | | TOTAL BICYCLIST KILLED | TOTAL BICYCLIST INJURED |
|------|--------------------------|--------------------|---------------------|---------------------------------|------------------------------|-------------------------------|
| | ALL ACCIDENTS | FATAL ACCIDENTS | INJURY ACCIDENTS | PROPERTY DAMAGE ACCIDENTS | | |
| 1965 | 706 | 29 | 673 | 4 | 30 | 720 |
| 1966 | 720 | 23 | 696 | 1 | 23 | 741 |
| 1967 | 782 | 35 | 743 | 4 | 35 | 795 |
| 1968 | 759 | 35 | 720 | 4 | 38 | 758 |
| 1969 | 694 | 27 | 662 | 5 | 31 | 717 |
| 1970 | 737 | 29 | 700 | 8 | 30 | 738 |
| 1971 | 699 | 27 | 666 | 6 | 28 | 698 |
| 1972 | 783 | 32 | 749 | 2 | 32 | 786 |
| 1973 | 995 | 24 | 963 | 8 | 25 | 979 |
| 1974 | 1295 | 35 | 1254 | 6 | 34 | 1288 |



1/ REPRESENTS COLLISION BETWEEN BICYCLE AND MOTOR VEHICLES



STOP

DIRECTIONAL ANALYSIS

STATEWIDE

A. TWO MOTOR VEHICLE ACCIDENTS

| | Total | Fatal Accidents | Injury Accidents | Property Damage Accidents |
|---|--------------|-----------------|------------------|---------------------------|
| Entering at angle | 13968 | 97 | 5417 | 8454 |
| From same direction-both going straight | 1318 | 2 | 367 | 949 |
| Same - one turn, one straight | 3038 | 5 | 861 | 2172 |
| Same - one stopped | 4021 | 6 | 1370 | 2645 |
| Same - all others | 4701 | 4 | 1098 | 3599 |
| From opposite direction-both going straight | 475 | 4 | 178 | 293 |
| Same - one left turn, one straight | 4252 | 21 | 1644 | 2587 |
| Same - all others | 1155 | 3 | 215 | 937 |
| Not stated | 7113 | 17 | 1646 | 5450 |
| SUB-TOTALS | 40041 | 159 | 12796 | 27086 |

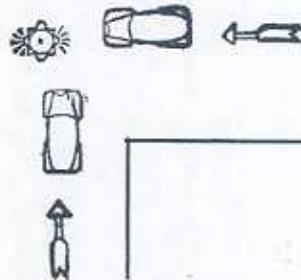


SPEED LIMIT

At Road Intersection



RIGHT TURN



B. TWO MOTOR VEHICLE ACCIDENTS

| | Total | Fatal Accidents | Injury Accidents | Property Damage Accidents |
|--|--------------|-----------------|------------------|---------------------------|
| Going opposite direction-head-on collision | 1587 | 117 | 874 | 596 |
| Going opposite direction-sideswipe collision | 2558 | 15 | 547 | 1996 |
| Going same direction-rear-end collision | 6099 | 11 | 2069 | 4019 |
| Same direction-sideswipe collision | 2734 | 10 | 339 | 2385 |
| One car parked | 5198 | 8 | 1057 | 4133 |
| One car stopped in traffic | 6720 | 8 | 2190 | 4522 |
| Parking | 60 | | 3 | 57 |
| Alley intersection with road | 353 | | 80 | 273 |
| Driveway intersection with road | 12827 | 49 | 3241 | 9537 |
| All others | 4852 | 41 | 1278 | 3533 |
| SUB-TOTALS | 42988 | 259 | 11678 | 31051 |



Not at Road Intersection





PEDESTRIAN
CROSSING

**DIRECTIONAL ANALYSIS
STATEWIDE**

| C. PEDESTRIAN ACCIDENTS | All Ped. Acc. | Fatal Accidents | | | Nonfatal Injury Accidents | | |
|----------------------------|---------------------|-----------------|-------------------|---------------------------|---------------------------|-------------------|---------------------------|
| | | Total | Inter- section | Non- Inter- section | Total | Inter- section | Non- Inter- section |
| Car going straight | 1861 | 264 | 43 | 221 | 1597 | 331 | 1266 |
| Car turning right | 38 | | | | 38 | 29 | 9 |
| Car turning left | 68 | | | | 68 | 60 | 8 |
| Car backing | 64 | | 3 | 3 | 61 | 8 | 53 |
| All others | 126 | | 14 | 2 | 112 | 20 | 92 |
| Not stated | 0 | | | | | | |
| SUB-TOTAL | 2157 | 281 | 45 | 236 | 1876 | 448 | 1428 |



YIELD



SCHOOL

| D. ALL OTHER ACCIDENTS | | | Total | Fatal Accidents | Injury Accidents | Property Damage Accidents |
|------------------------------------|----------------|---|---------------|--------------------|---------------------|---------------------------------|
| At Inter- section | Collision with | Non-motor vehicle: train, bicycle, etc. | 732 | 12 | 621 | 99 |
| | | Fixed object in road | 256 | | 89 | 167 |
| | | Overturned in road | 258 | 2 | 154 | 102 |
| | | Left road | 4399 | 56 | 1935 | 2408 |
| Not at Intersection | Collision with | Non-motor vehicle: train, bicycle, etc. | 2773 | 58 | 1117 | 1598 |
| | | Fixed object in road | 744 | 11 | 258 | 475 |
| | | Overturned in road | 637 | 7 | 386 | 244 |
| | | Left road | 25945 | 525 | 11853 | 13567 |
| Fall from moving vehicle | | | 142 | 11 | 130 | 1 |
| Driverless Moving | | | 107 | | 11 | 96 |
| All others | | | 373 | 1 | 121 | 251 |
| SUB-TOTALS | | | 36366 | 683 | 16675 | 19008 |
| TOTAL - Statewide Accidents | | | 121552 | 1382 | 43025 | 77145 |



BIKE CROSSING



RAILROAD
CROSSING

ACCIDENT CAUSATIVE

RURAL

| All Accidents | Fatal Accidents | Injury Accidents |
|---------------|-----------------|------------------|
| 10691 | 275 | 5281 |
| 47653 | 575 | 16522 |
| 3507 | 271 | 1214 |
| 61851 | 1121 | 23017 |
| 16924 | 417 | 7385 |
| 30290 | 385 | 10123 |
| 13868 | 304 | 5219 |
| 769 | 15 | 290 |
| 61851 | 1121 | 23017 |
| 4547 | 84 | 1849 |
| 50990 | 796 | 18352 |
| 6314 | 241 | 2816 |
| 61851 | 1121 | 23017 |

URBAN

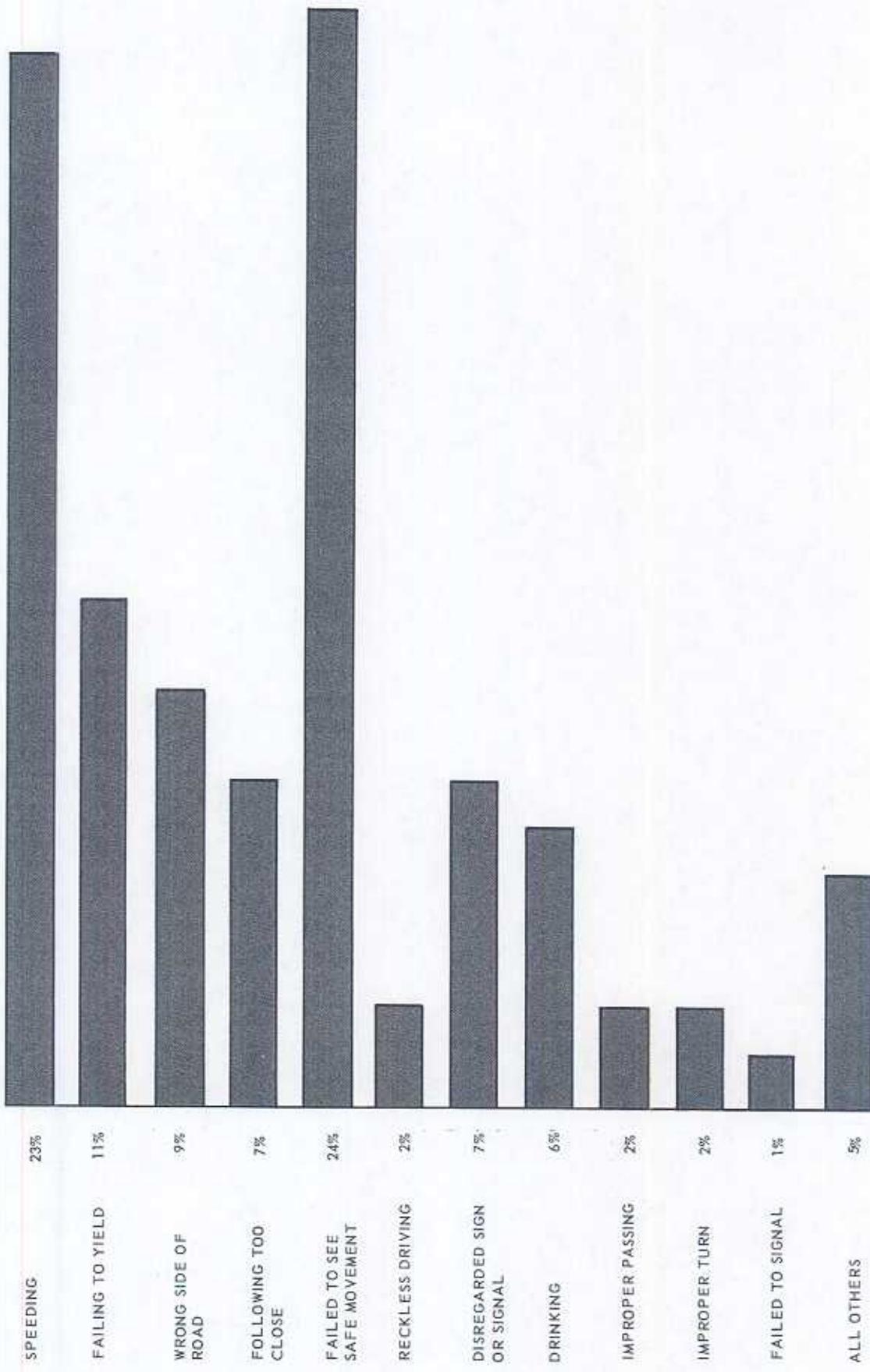
| ACCIDENT CONTROL | All Accidents | Fatal Accidents | Injury Accidents |
|--|---------------|-----------------|------------------|
| Accidents-drivers under influence of alcohol | 6234 | 54 | 2832 |
| Accidents-drivers not under influence | 50050 | 161 | 16135 |
| Accidents - information not stated | 3417 | 47 | 1041 |
| TOTAL ACCIDENTS | 59701 | 261 | 20008 |
| Accidents - speeding violation | 7676 | 57 | 3144 |
| Accidents - other violations | 39271 | 77 | 11869 |
| Accidents-not involving a violation | 9430 | 88 | 3885 |
| Accidents-information not stated | 3324 | 39 | 1110 |
| TOTAL ACCIDENTS | 59701 | 261 | 20008 |
| Accidents-involving vehicle defects | 2224 | 9 | 863 |
| Accidents - no vehicle defects detected | 45842 | 161 | 14834 |
| Accidents-information not stated | 11635 | 91 | 4311 |
| TOTAL ACCIDENTS | 59701 | 261 | 20008 |

KIND OF LOCALITY

| | | | |
|-------------------------------|--------------|------------|--------------|
| Business district | 29641 | 86 | 9141 |
| Residential district | 26453 | 135 | 9513 |
| School or playground district | 709 | 1 | 236 |
| Open country | 2898 | 39 | 1118 |
| TOTAL ACCIDENTS | 59701 | 261 | 20008 |

| DRIVER VIOLATIONS INDICATED | All Accidents | Fatal Accidents | Injury Accidents |
|------------------------------------|---------------|-----------------|------------------|
| 1. Speeding below 65 mph | 7564 | 38 | 3087 |
| 2. Speeding 65 to 75 mph | 132 | 11 | 65 |
| 3. Speeding over 75 mph | 59 | 9 | 32 |
| 4. Failed to yield right-of-way | 5559 | 14 | 1744 |
| 5. Driving wrong side road | 2028 | 20 | 721 |
| 6. Improper overtaking | 609 | 3 | 104 |
| 7. Disregarded stop sign or signal | 2293 | 8 | 962 |
| 8. Disregarded traffic signal | 3190 | 10 | 1255 |
| 9. Following too closely | 4585 | 3 | 1452 |
| 10. Improper turn | 1546 | 3 | 372 |
| 11. Improper or no signal | 175 | | 40 |
| 12. Improper parking location | 104 | | 36 |
| 13. Under influence of alcohol | 2360 | 17 | 1029 |
| 14. Reckless driving | 798 | 4 | 394 |
| 15. Racing | 12 | | 6 |
| 16. Failed to see movem't safe | 16553 | 22 | 4204 |
| 17. Passing on curve | 3 | | 3 |
| 18. Passing on hill | 1 | | 1 |
| 19. Passed stopped school bus | 5 | | 1 |
| 20. Improper lights | 40 | | 14 |
| 21. Improper brakes | 662 | | 215 |
| 22. Other improper driving | 2059 | 6 | 564 |
| TOTAL VIOLATIONS | 50337 | 168 | 16301 |

MOST FREQUENT TRAFFIC ACCIDENT VIOLATIONS IN NORTH CAROLINA DURING 1974



LIGHT AND WEATHER CONDITIONS

| STATEWIDE | | | |
|--|---------------|-----------------|------------------|
| LIGHT CONDITION | All Accidents | Fatal Accidents | Injury Accidents |
| Daylight | 80999 | 640 | 27199 |
| Dusk | 3661 | 51 | 1340 |
| Dawn | 1562 | 16 | 554 |
| Darkness - street or highway lighted | 14353 | 122 | 5384 |
| Darkness - street or highway not lighted | 20535 | 546 | 8431 |
| Not stated | 442 | 7 | 117 |
| TOTAL ACCIDENTS | 121552 | 1382 | 43025 |

| STATEWIDE | | | |
|------------------------|---------------|-----------------|------------------|
| WEATHER | All Accidents | Fatal Accidents | Injury Accidents |
| Clear | 77487 | 898 | 27994 |
| Cloudy | 22079 | 310 | 7860 |
| Raining | 18310 | 123 | 5947 |
| Snowing | 536 | 3 | 139 |
| Fog | 2007 | 35 | 739 |
| Sleet or Hail | 270 | 2 | 68 |
| Not stated | 863 | 11 | 278 |
| TOTAL ACCIDENTS | 121552 | 1382 | 43025 |

RURAL

| RURAL | | | |
|--|--------------|-------------|--------------|
| LIGHT CONDITION | | | |
| Daylight | 38551 | 527 | 13729 |
| Dusk | 1754 | 44 | 678 |
| Dawn | 931 | 14 | 347 |
| Darkness - street or highway lighted | 2035 | 32 | 685 |
| Darkness - street or highway not lighted | 18414 | 499 | 7531 |
| Not stated | 166 | 5 | 47 |
| TOTAL ACCIDENTS | 61851 | 1121 | 23017 |

RURAL

| RURAL | | | |
|------------------------|--------------|-------------|--------------|
| WEATHER | | | |
| Clear | 39327 | 727 | 15002 |
| Cloudy | 11000 | 253 | 4174 |
| Raining | 9084 | 98 | 3009 |
| Snowing | 373 | 3 | 89 |
| Fog | 1569 | 30 | 590 |
| Sleet or Hail | 176 | 2 | 44 |
| Not stated | 322 | 8 | 109 |
| TOTAL ACCIDENTS | 61851 | 1121 | 23017 |

URBAN

| URBAN | | | |
|--|--------------|------------|--------------|
| LIGHT CONDITION | | | |
| Daylight | 42448 | 113 | 13470 |
| Dusk | 1907 | 7 | 662 |
| Dawn | 631 | 2 | 207 |
| Darkness - street or highway lighted | 12318 | 90 | 4699 |
| Darkness - street or highway not lighted | 2121 | 47 | 900 |
| Not stated | 276 | 2 | 70 |
| TOTAL ACCIDENTS | 59701 | 261 | 20008 |

URBAN

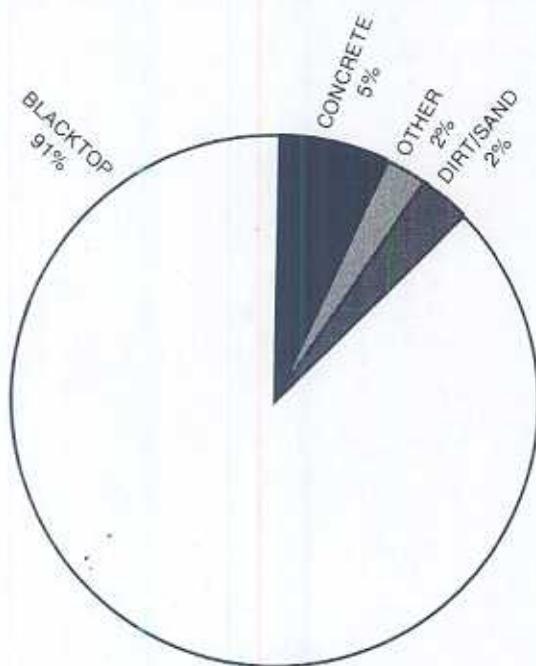
| URBAN | | | |
|------------------------|--------------|------------|--------------|
| WEATHER | | | |
| Clear | 38160 | 171 | 12992 |
| Cloudy | 11079 | 57 | 3686 |
| Raining | 9226 | 25 | 2938 |
| Snowing | 163 | | 50 |
| Fog | 438 | 5 | 149 |
| Sleet or Hail | 94 | | 24 |
| Not stated | 541 | 3 | 169 |
| TOTAL ACCIDENTS | 59701 | 261 | 20008 |

ROAD FACTORS

STATEWIDE

| TYPE OF ROAD SURFACE | All Accidents | Fatal Accidents | Injury Accidents |
|------------------------|---------------|-----------------|------------------|
| Concrete | 6223 | 66 | 2075 |
| Blacktop | 111023 | 1282 | 39550 |
| Gravel | 1604 | 12 | 455 |
| Dirt or sand | 1947 | 17 | 683 |
| Other | 340 | 2 | 125 |
| Not stated | 415 | 3 | 137 |
| TOTAL ACCIDENTS | 121552 | 1382 | 43025 |

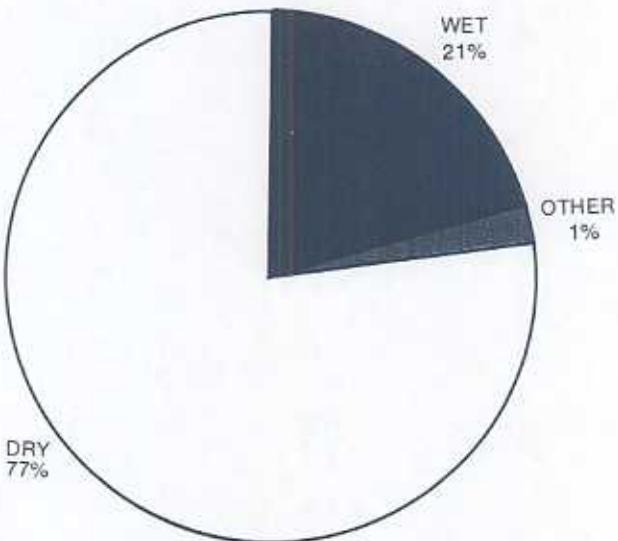
| ROADWAY FEATURE | All Accidents | Fatal Accidents | Injury Accidents |
|---------------------------------|---------------|-----------------|------------------|
| Bridge or underpass | 2208 | 58 | 841 |
| Driveway | 17569 | 124 | 5134 |
| Intersection | 46326 | 277 | 16121 |
| Median cross over | 2695 | 15 | 903 |
| End or beginning - divided Hwy. | 474 | 6 | 164 |
| Alley intersection | 583 | 1 | 162 |
| TOTAL ACCIDENTS | 69855 | 481 | 23325 |



| ROAD DEFECTS | All Accidents | Fatal Accidents | Injury Accidents |
|-----------------------------------|---------------|-----------------|------------------|
| Loose material on surface | 21759 | 14 | 817 |
| Holes, ruts | 600 | 2 | 237 |
| Low shoulders | 1011 | 25 | 492 |
| Soft shoulders | 1035 | 20 | 428 |
| Other defects | 658 | 7 | 249 |
| Road under construction or repair | 1007 | 10 | 327 |
| TOTAL DEFECTS | 6486 | 78 | 2550 |
| Accidents - road defects | 6486 | 78 | 2550 |
| Accidents - no road defects | 114595 | 1302 | 40322 |
| Accidents - not stated | 471 | 2 | 153 |
| TOTAL ACCIDENTS | 121552 | 1382 | 43025 |



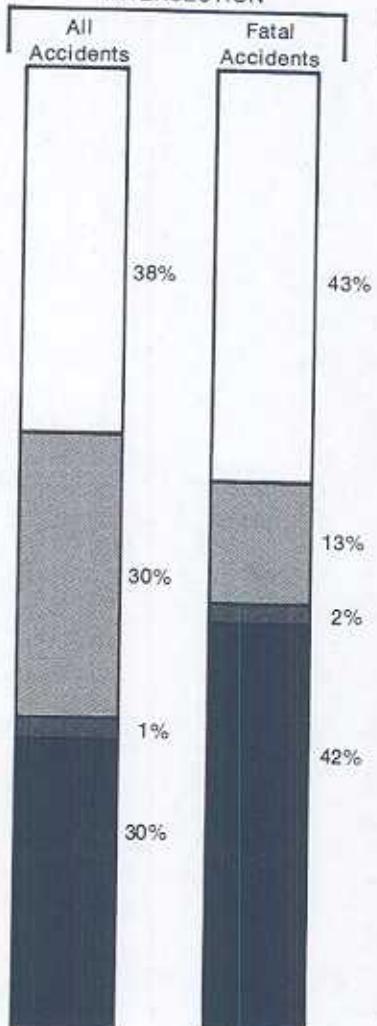
| ROAD SURFACE CONDITION | All Accidents | Fatal Accidents | Injury Accidents |
|------------------------|---------------|-----------------|------------------|
| Dry | 93261 | 1131 | 33735 |
| Wet | 26360 | 234 | 8743 |
| Oily | 118 | 2 | 46 |
| Muddy | 218 | 1 | 69 |
| Snowy | 376 | 2 | 88 |
| Icy | 802 | 6 | 226 |
| Not stated | 417 | 6 | 118 |
| TOTAL ACCIDENTS | 121552 | 1382 | 43025 |



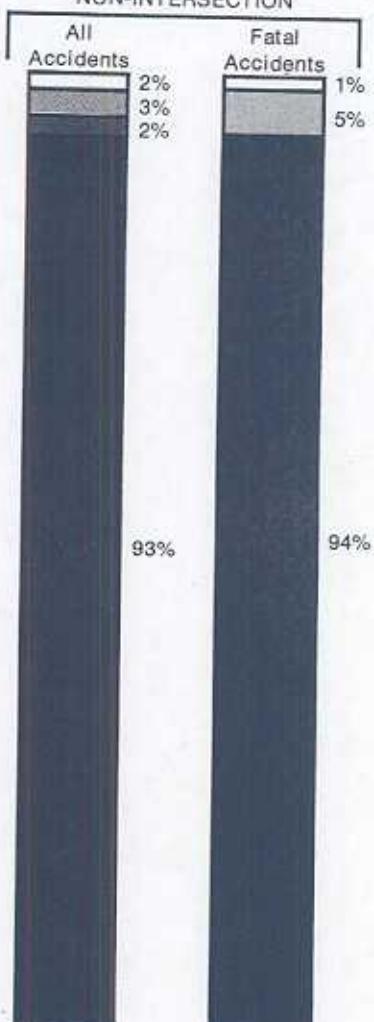
TRAFFIC CONTROLS

| VEHICLE TRAFFIC CONTROL | INTERSECTION | | | NON-INTERSECTION | | |
|---|---------------|-----------------|------------------|------------------|-----------------|------------------|
| | All Accidents | Fatal Accidents | Injury Accidents | All Accidents | Fatal Accidents | Injury Accidents |
| Stop sign | 16793 | 117 | 5960 | 1221 | 8 | 376 |
| Yield sign | 1037 | 2 | 306 | 303 | 1 | 94 |
| Stop-and-go signal | 12992 | 28 | 4483 | 1822 | 3 | 564 |
| Flashing signal - with stop sign | 525 | 8 | 179 | 56 | 1 | 22 |
| Flashing signal - without stop sign | 242 | 1 | 97 | 83 | 1 | 34 |
| Railroad gate and/or flasher | 54 | 1 | 14 | 158 | 7 | 50 |
| Officer | 63 | | 24 | 108 | 2 | 35 |
| Other | 518 | 5 | 178 | 1444 | 47 | 573 |
| TOTAL TRAFFIC CONTROLS | 32224 | 162 | 11241 | 5195 | 70 | 1748 |
| Accidents - controls operating properly | 32224 | 162 | 11241 | 5195 | 70 | 1748 |
| Accidents - controls not operating properly | 0 | 0 | 0 | 0 | 0 | 0 |
| Accidents - controls not visible | 0 | 0 | 0 | 0 | 0 | 0 |
| Accidents - no controls | 14102 | 115 | 4880 | 70031 | 1035 | 25156 |
| TOTAL ACCIDENTS | 46326 | 277 | 16121 | 75226 | 1105 | 26904 |

INTERSECTION



NON-INTERSECTION



STOP AND YIELD SIGNS

STOP OR FLASHING SIGNAL

OTHER

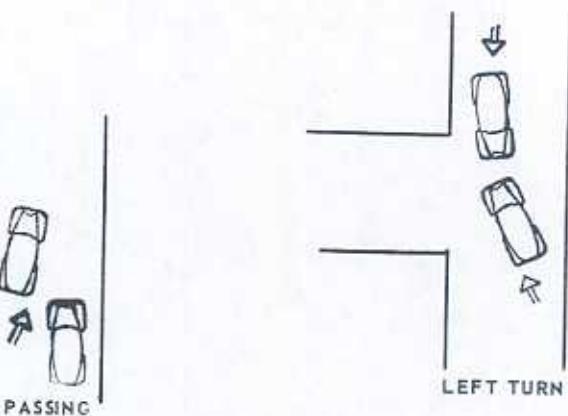
NO CONTROL

VEHICLE MANEUVER

Before Accident

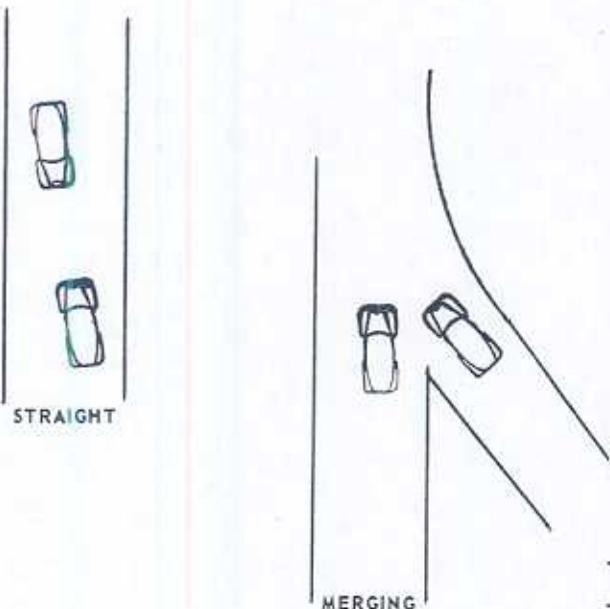
RURAL

| DRIVER ACTION (Before Accident) | All Accidents | Fatal Accidents | Injury Accidents |
|---------------------------------|---------------|-----------------|------------------|
| Going straight ahead | 65033 | 1375 | 25158 |
| Changing lanes or merging | 957 | 7 | 195 |
| Passing | 4043 | 57 | 1162 |
| Making right turn | 2540 | 7 | 622 |
| Making left turn | 9427 | 53 | 2868 |
| Making U Turn | 214 | 2 | 69 |
| Backing | 1671 | 3 | 232 |
| Slowing or stopping | 5193 | 10 | 1541 |
| Starting in roadway | 1936 | 12 | 494 |
| Parking | 33 | | 3 |
| Leaving parked position | 314 | 3 | 60 |
| Stopped in travel lane | 5287 | 13 | 1809 |
| Parked out of travel lanes | 1064 | 8 | 238 |
| Parked in travel lanes | 717 | 6 | 218 |
| All others | 331 | 4 | 108 |
| TOTAL VEHICLES | 98762 | 1560 | 34779 |



URBAN

| DRIVER ACTION (Before Accident) | All Accidents | Fatal Accidents | Injury Accidents |
|---------------------------------|---------------|-----------------|------------------|
| Going straight ahead | 64467 | 309 | 22898 |
| Changing lanes or merging | 3016 | 5 | 539 |
| Passing | 902 | 9 | 197 |
| Making right turn | 4606 | 5 | 943 |
| Making left turn | 12502 | 21 | 3848 |
| Making U Turn | 216 | | 72 |
| Backing | 2420 | 1 | 262 |
| Slowing or stopping | 5947 | 5 | 1930 |
| Starting in roadway | 2137 | 4 | 490 |
| Parking | 128 | | 7 |
| Leaving parked position | 918 | | 118 |
| Stopped in travel lane | 9916 | 7 | 3471 |
| Parked out of travel lanes | 4962 | 6 | 1061 |
| Parked in travel lanes | 714 | 1 | 192 |
| All others | 511 | 3 | 176 |
| TOTAL VEHICLES | 113365 | 376 | 36205 |



VEHICLE DATA

URBAN

RURAL

| TYPE OF VEHICLE (Including cars in proper parking location) | All Acci- dents | Fatal Acci- dents | Injury Acci- dents |
|---|--------------------|----------------------|-----------------------|
| Passenger car | 98176 | 300 | 30940 |
| Passenger car and trailer | 66 | | 18 |
| Taxicab | 544 | 1 | 213 |
| Truck - 2 axles | 11061 | 47 | 3237 |
| Truck - 3 axles | 256 | | 78 |
| Truck tractor and semi-trailer | 11113 | 9 | 302 |
| Truck and trailer | 39 | | 7 |
| School bus | 356 | 1 | 123 |
| Activity bus | 54 | 1 | 20 |
| Commercial bus | 243 | 2 | 73 |
| Farm tractor and/or farm equip. | 27 | | 7 |
| Motor scooter or motor bicycle | 13 | | 11 |
| Motorcycle | 1314 | 15 | 1140 |
| Other | 103 | | 36 |
| Not stated | | | |
| TOTAL VEHICLES | 113365 | 376 | 36205 |
| Special vehicles included above | | | |
| Emergency (including privately owned) | 14 | | 4 |
| Military vehicles | 32 | | 9 |
| Other publicly owned vehicles | 1479 | 4 | 493 |
| CONDITION OF MOTOR VEHICLE (Includes all known defects, whether or not violation of driver was responsible) | | | |
| Defective brakes | 1534 | | 528 |
| Improper or defective headlights | 61 | 1 | 18 |
| Improper or defective rear lights | 103 | | 40 |
| Steering mechanism defective | 163 | | 59 |
| Defective tires | 765 | 6 | 337 |
| Other defects | 384 | 2 | 137 |
| TOTAL DEFECTS | 3010 | 9 | 1119 |
| Vehicles - with defects | 3010 | 9 | 1119 |
| Vehicles-no defects detected | 87221 | 237 | 27175 |
| Vehicles-not known if defective | 20144 | 122 | 7122 |
| Not stated | 2990 | 8 | 789 |
| TOTAL VEHICLES | 113365 | 376 | 36205 |

| APPROXIMATE SPEED (Preceding Accident) | | | |
|--|---------------|------------|--------------|
| 0 - 9 miles per hour | 32454 | 24 | 8819 |
| 10 - 19 miles per hour | 19593 | 21 | 5319 |
| 20 - 29 miles per hour | 21065 | 38 | 6682 |
| 30 - 39 miles per hour | 22231 | 96 | 8503 |
| 40 - 49 miles per hour | 6265 | 49 | 2641 |
| 50 - 59 miles per hour | 2089 | 44 | 989 |
| 60 - 69 miles per hour | 467 | 15 | 251 |
| 70 miles per hour and over | 252 | 23 | 130 |
| Not stated | 8949 | 66 | 2871 |
| TOTAL VEHICLES | 113365 | 376 | 36205 |

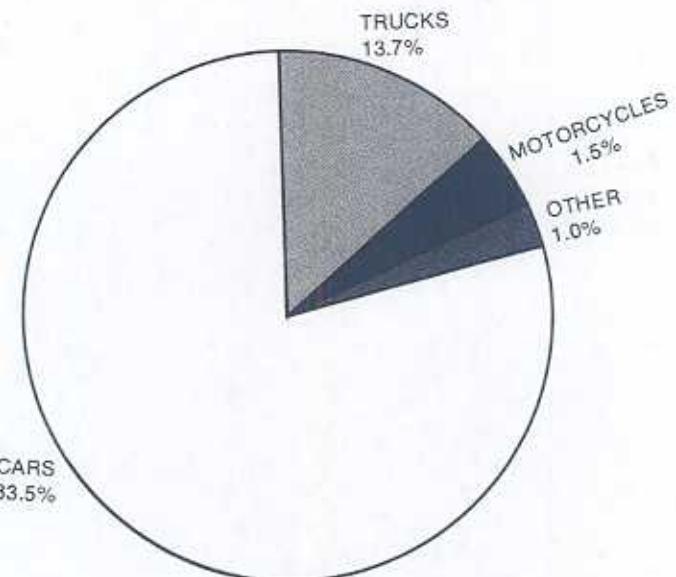
| TYPE OF VEHICLE (Including cars in proper parking location) | All Acci- dents | Fatal Acci- dents | Injury Acci- dents |
|---|--------------------|----------------------|-----------------------|
| Passenger car | 78790 | 1143 | 27146 |
| Passenger car and trailer | 193 | 5 | 48 |
| Taxicab | 93 | 2 | 26 |
| Truck - 2 axles | 13328 | 219 | 4359 |
| Truck - 3 axles | 579 | 10 | 197 |
| Truck tractor and semi-trailer | 2663 | 90 | 963 |
| Truck and trailer | 106 | 4 | 31 |
| School bus | 655 | 7 | 196 |
| Activity bus | 58 | 2 | 19 |
| Commercial bus | 64 | 3 | 18 |
| Farm tractor and/or farm equip. | 295 | 6 | 114 |
| Motor scooter or motor bicycle | 20 | | 18 |
| Motorcycle | 1809 | 64 | 1603 |
| Other | 109 | 5 | 41 |
| Not stated | | | |
| TOTAL VEHICLES | 98762 | 1560 | 34779 |
| Special vehicles included above | | | |
| Emergency (including privately owned) | 11 | | 3 |
| Military vehicles | 60 | 1 | 23 |
| Other publicly owned vehicles | 1073 | 14 | 324 |
| CONDITION OF MOTOR VEHICLE (Includes all known defects, whether or not violation of driver was responsible) | | | |
| Defective brakes | 1261 | 14 | 452 |
| Improper or defective headlights | 87 | 3 | 47 |
| Improper or defective rear lights | 365 | | 110 |
| Steering mechanism defective | 298 | 3 | 122 |
| Defective tires | 3224 | 80 | 1322 |
| Other defects | 659 | 8 | 209 |
| TOTAL DEFECTS | 5894 | 108 | 2262 |
| Vehicles - with defects | 5894 | 108 | 2262 |
| Vehicles-no defects detected | 82703 | 1126 | 28451 |
| Vehicles-not known if defective | 9240 | 316 | 3798 |
| Not stated | 925 | 10 | 268 |
| TOTAL VEHICLES | 98762 | 1560 | 34779 |

| APPROXIMATE SPEED (Preceding Accident) | | | |
|--|--------------|-------------|--------------|
| 0 - 9 miles per hour | 15762 | 71 | 4445 |
| 10 - 19 miles per hour | 11660 | 68 | 3299 |
| 20 - 29 miles per hour | 9038 | 57 | 2623 |
| 30 - 39 miles per hour | 13214 | 116 | 4335 |
| 40 - 49 miles per hour | 19164 | 304 | 7142 |
| 50 - 59 miles per hour | 19388 | 490 | 7940 |
| 60 - 69 miles per hour | 4681 | 128 | 2313 |
| 70 miles per hour and over | 3451 | 291 | 1903 |
| Not stated | 2404 | 35 | 779 |
| TOTAL VEHICLES | 98762 | 1560 | 34779 |

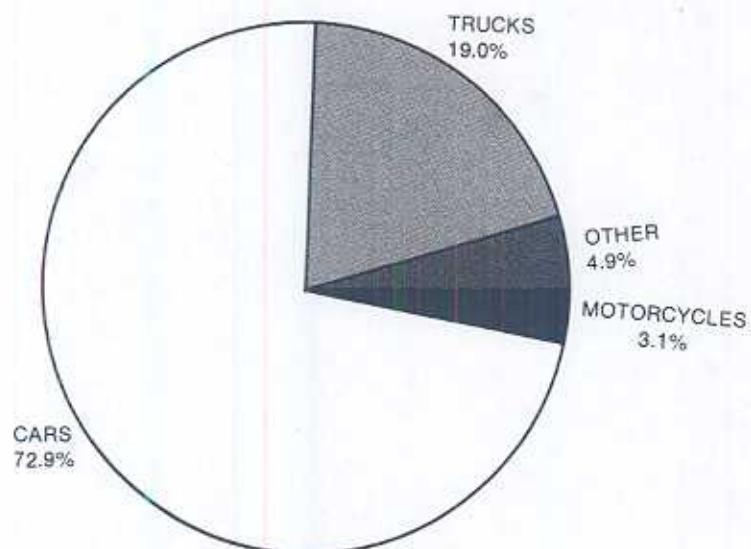
MOTOR VEHICLE REGISTRATION AND ACCIDENT INVOLVEMENT

STATEWIDE

| TYPE OF VEHICLE (Including cars in proper parking location) | All Acci- dents | Fatal Acci- dents | Injury Acci- dents |
|---|-----------------------|-------------------------|--------------------------|
| 1. Passenger car | 176966 | 1443 | 58086 |
| 2. Passenger car and trailer | 259 | 5 | 66 |
| 3. Taxicab | 637 | 3 | 239 |
| 4. Truck - 2 axles | 24389 | 266 | 7596 |
| 5. Truck - 3 axles | 835 | 10 | 275 |
| 6. Truck tractor and semi-trailer | 3776 | 99 | 1265 |
| 7. Truck and trailer | 145 | 4 | 38 |
| 8. School bus | 1011 | 8 | 319 |
| 9. Activity bus | 112 | 3 | 39 |
| 10. Commercial bus | 307 | 5 | 91 |
| 11. Farm tractor and/or farm equip. | 322 | 6 | 121 |
| 12. Motor scooter or motor bicycle | 33 | | 29 |
| 13. Motorcycle | 3123 | 79 | 2743 |
| 14. Other | 212 | 5 | 77 |
| 15. Not stated | | | |
| TOTAL VEHICLES | 212127 | 1936 | 70984 |
| <i>Special vehicles included above</i> | | | |
| 16. Emergency (including privately owned) | 25 | | 7 |
| 17. Military vehicles | 92 | 1 | 32 |
| 18. Other publicly owned vehicles | 2552 | 18 | 817 |



ACCIDENT INVOLVEMENT



MOTOR VEHICLE REGISTRATION

| | |
|-------------------|-----------|
| Passenger | 2,752,313 |
| Trucks | 718,957 |
| Buses | 939 |
| Motorcycles | 117,014 |
| Other | 185,902 |

DRIVER INFORMATION

| <u>RURAL</u> | | | <u>URBAN</u> | | | |
|--------------|------|--------|----------------|-------|------|--------|
| Total | Male | Female | Drivers Killed | Total | Male | Female |
| 1 | 1 | | 0 thru 4 | | | |
| 3 | 3 | | 5 thru 9 | | | |
| 104 | 85 | 19 | 10 thru 14 | 1 | 1 | |
| 129 | 109 | 20 | 15 thru 19 | 29 | 28 | 1 |
| 131 | 114 | 17 | 20 thru 24 | 21 | 19 | 2 |
| 80 | 73 | 7 | 25 thru 34 | 26 | 18 | 8 |
| 77 | 59 | 18 | 35 thru 44 | 13 | 10 | 3 |
| 61 | 49 | 12 | 45 thru 54 | 16 | 10 | 6 |
| 33 | 30 | 3 | 55 thru 64 | 13 | 9 | 4 |
| 17 | 16 | 1 | 65 thru 74 | 6 | 4 | 2 |
| 10 | 10 | | 75 & older | 2 | 2 | |
| | | | Not stated | 1 | | 1 |
| 646 | 549 | 97 | TOTALS | 128 | 101 | 27 |

| Total | Male | Female | Drivers Injured | Total | Male | Female |
|---------|-------|--------|-----------------|--------|------|--------|
| 3 | 2 | 1 | 0 thru 4 | 2 | 2 | |
| 8 | 6 | 2 | 5 thru 9 | 1 | 1 | |
| * 65 | 52 | 12 | 10 thru 14 | 17 | 9 | 8 |
| * 4715 | 3427 | 1273 | 15 thru 19 | * 2996 | 1880 | 1109 |
| * 4609 | 3387 | 1209 | 20 thru 24 | * 3451 | 2114 | 1321 |
| * 4928 | 3368 | 1555 | 25 thru 34 | * 4220 | 2422 | 1792 |
| * 2584 | 1668 | 912 | 35 thru 44 | * 2204 | 1206 | 992 |
| * 1930 | 1197 | 732 | 45 thru 54 | * 1853 | 949 | 901 |
| * 1227 | 789 | 437 | 55 thru 64 | * 1170 | 656 | 511 |
| 539 | 374 | 165 | 65 thru 74 | 576 | 336 | 240 |
| 203 | 159 | 44 | 75 & older | * 180 | 125 | 54 |
| * 148 | 95 | 28 | Not stated | * 157 | 96 | 52 |
| * 20959 | 14524 | 6370 | TOTALS | 16827 | 9796 | 6980 |

* 65 Sex Not Stated

| All Accidents | Fatal Accidents | Injury Accidents | Driver's Drinking Condition | All Accidents | Fatal Accidents | Injury Accidents |
|---------------|-----------------|------------------|---------------------------------------|---------------|-----------------|------------------|
| 80907 | 818 | 27198 | Had not been drinking | 95246 | 220 | 30107 |
| 5374 | 128 | 2646 | Drinking - ability impaired | 2819 | 17 | 1185 |
| 5536 | 157 | 2741 | Drinking-ability impairment not known | 3553 | 37 | 1711 |
| 4643 | 438 | 1744 | Not stated | 5665 | 96 | 1955 |
| 96360 | 1541 | 34329 | TOTAL DRIVERS | 107283 | 370 | 34958 |

| | | | <u>Violation Control</u> | | | |
|-------|------|-------|----------------------------------|--------|-----|-------|
| 50088 | 832 | 18324 | Drivers - in violation | 48653 | 143 | 15535 |
| 43757 | 679 | 15132 | Drivers - not in violation | 50350 | 178 | 16765 |
| 2515 | 30 | 873 | Drivers - information not stated | 8280 | 49 | 2658 |
| 96360 | 1541 | 34329 | TOTAL DRIVERS | 107283 | 370 | 34958 |

DRIVER INFORMATION

| RURAL | | | URBAN | | | |
|---------------|-----------------|------------------|-------------------|-----------------|------------------|--------------|
| All Accidents | Fatal Accidents | Injury Accidents | All Accidents | Fatal Accidents | Injury Accidents | |
| 435 | 9 | 208 | 1. 15 and younger | 266 | 2 | 97 |
| 4945 | 50 | 1678 | 2. 16 | 4474 | 9 | 1407 |
| 5313 | 60 | 1854 | 3. 17 | 4821 | 18 | 1493 |
| 10774 | 166 | 3794 | 4. 18-19 | 9760 | 39 | 3205 |
| 19434 | 313 | 7150 | 5. 20 thru 24 | 20474 | 70 | 6777 |
| 21579 | 359 | 7888 | 6. 25 thru 34 | 25176 | 85 | 8510 |
| 12254 | 212 | 4375 | 7. 35 thru 44 | 13967 | 54 | 4653 |
| 9669 | 157 | 3403 | 8. 45 thru 54 | 12470 | 42 | 4034 |
| 6639 | 112 | 2257 | 9. 55 thru 64 | 8544 | 24 | 2680 |
| 3110 | 55 | 1027 | 10. 65 thru 74 | 4148 | 16 | 1247 |
| 1045 | 25 | 353 | 11. 75 and older | 1342 | 5 | 390 |
| 1163 | 23 | 342 | 12. Not stated | 1841 | 6 | 465 |
| 96360 | 1541 | 34329 | TOTALS | 107283 | 370 | 34958 |

| SEX OF DRIVER | | | | | | |
|---------------|-------------|--------------|---------------|---------------|------------|--------------|
| 69771 | 1280 | 24700 | 1. Male | 69481 | 290 | 22465 |
| 25774 | 247 | 9418 | 2. Female | 36637 | 77 | 12251 |
| 8T5 | 14 | 211 | 3. Not Stated | 1165 | 3 | 242 |
| 96360 | 1541 | 34329 | TOTALS | 107283 | 370 | 34958 |

| DRIVER'S PHYSICAL CONDITION | | | | | | |
|-----------------------------|-------------|--------------|---|---------------|------------|--------------|
| 317 | 7 | 136 | 1. Ill | 322 | 1 | 152 |
| 638 | 9 | 306 | 2. Fatigued | 550 | 3 | 246 |
| 730 | 10 | 318 | 3. Asleep | 229 | 2 | 104 |
| 1383 | 25 | 723 | 4. Other physical impairment | 1405 | 9 | 632 |
| 39 | 1 | 21 | 5. Restriction on license not complied with | 66 | 1 | 31 |
| 86244 | 902 | 29479 | 6. Normal | 94369 | 207 | 29537 |
| 5920 | 567 | 2995 | 7. Condition not known | 7624 | 127 | 3453 |
| 1089 | 20 | 351 | 8. Not stated | 2718 | 20 | 803 |
| 96360 | 1541 | 34329 | TOTALS | 107283 | 370 | 34958 |

| LICENSE OF DRIVER | | | | | | |
|-------------------|-------------|--------------|--|---------------|------------|--------------|
| 83498 | 1263 | 29476 | 1. Licensed in state | 98108 | 325 | 32004 |
| 644 | 12 | 153 | 2. Resident - no license | 897 | 3 | 153 |
| 9216 | 178 | 3250 | 3. Nonresident - licensed in other state | 5946 | 29 | 1900 |
| | | | 4. Nonresident - no license | | 1 | |
| 1 | | 1 | 5. Other | | | |
| 3001 | 88 | 1449 | 6. Not stated | 2331 | 13 | 901 |
| 96360 | 1541 | 34329 | TOTALS | 107283 | 370 | 34958 |

SEATBELT EFFECTIVENESS STUDY

SEAT POSITION

Belt Usage

1

2

3

| | | | |
|-------|------------------|-----------------|-----------------|
| Yes | 31940 (12.88%) | 672 (4.81%) | 6749 (9.45%) |
| No | 216039 (87.12%) | 13294 (95.19%) | 64691 (90.55%) |
| Total | 247979 (100.00%) | 13966 (100.00%) | 71440 (100.00%) |

4

5

6

| | | | |
|-------|-----------------|----------------|-----------------|
| Yes | 673 (4.29%) | 199 (2.62%) | 802 (4.63%) |
| No | 15027 (95.71%) | 7404 (97.38%) | 16514 (95.37%) |
| Total | 15700 (100.00%) | 7603 (100.00%) | 17316 (100.00%) |

Seatbelt wearers Represented 10.97% of Occupants
(Accident - Involved Persons)



SEAT POSITION

DRIVERS POSITION

| Injury | Used #1 Seatbelt | No Belt Used | Used #2 Seatbelt | No Belt Used | Used #3 Seatbelt | No Belt Used |
|--------------|---------------------|-----------------|---------------------|-----------------|---------------------|-----------------|
| None | 27476 | 176696 | 559 | 10364 | 5705 | 49255 |
| C | 2345 | 16320 | 53 | 1342 | 566 | 6818 |
| B | 1681 | 15603 | 48 | 1117 | 343 | 5856 |
| A | 415 | 6557 | 11 | 432 | 127 | 2450 |
| K | 23 | 863 | 1 | 48 | 8 | 312 |
| TOTAL | 31940 | 216039 | 672 | 13294 | 6749 | 64691 |

| | #4 | #5 | #6 | | |
|--------------|------------|--------------|------------|-------------|--------------|
| None | 613 | 12220 | 172 | 6117 | 708 |
| C | 28 | 1394 | 15 | 606 | 51 |
| B | 26 | 973 | 11 | 471 | 33 |
| A | 5 | 399 | 1 | 188 | 10 |
| K | 1 | 41 | 0 | 22 | 0 |
| TOTAL | 673 | 15027 | 199 | 7404 | 802 |
| | | | | | 16514 |

Seatbelt Wearers Represented 2.40% of Those Killed.

Seatbelt Wearers Represented 8.34% of Those Injured.

Seatbelt Wearers Represented 11.61% of Those Uninjured.

Information includes reported motor vehicle accidents for the period of January 1, 1973 thru June 30, 1974.

Data Furnished By: Highway Safety Research Center

ACCIDENT RATE PER 100 REGISTERED MOTOR VEHICLES

BY COUNTY

| COUNTY | STATEWIDE | RURAL | URBAN | COUNTY | STATEWIDE | RURAL | URBAN |
|------------|-----------|-------|-------|--------------|-----------|-------|-------|
| Alamance | 2.7 | 5.3 | 1.8 | Johnston | 2.8 | 4.0 | 1.6 |
| Alexander | 2.2 | 2.2 | | Jones | 3.3 | 3.3 | |
| Alleghany | 2.1 | 2.1 | | Lee | 3.6 | 17.4 | 2.3 |
| Anson | 3.4 | 5.0 | 1.9 | Lenoir | 3.5 | 7.4 | 2.2 |
| Ashe | 2.5 | 2.5 | | Lincoln | 2.3 | 4.4 | 0.9 |
| Avery | 3.6 | 3.6 | | Macon | 2.0 | 2.0 | |
| Beaufort | 2.8 | 1.2 | 2.0 | Madison | 2.3 | 2.3 | |
| Bertie | 3.2 | 3.2 | | Martin | 3.0 | 4.7 | 1.6 |
| Bladen | 2.4 | 2.4 | | McDowell | 3.7 | 10.3 | 0.9 |
| Brunswick | 3.2 | 3.2 | | Mecklenburg | 3.9 | 6.9 | 3.6 |
| Buncombe | 3.7 | 3.5 | 3.8 | Mitchell | 2.6 | 5.4 | |
| Burke | 3.1 | 6.2 | 1.5 | Montgomery | 3.1 | 3.1 | |
| Cabarrus | 2.9 | 9.3 | 1.5 | Moore | 2.6 | 2.7 | 2.1 |
| Caldwell | 3.3 | 8.7 | 2.0 | Nash | 3.5 | 2.0 | |
| Camden | 2.7 | 2.7 | | New Hanover | 3.7 | 8.7 | 3.0 |
| Carteret | 2.8 | 4.1 | 1.5 | Northampton | 2.9 | 2.9 | |
| Caswell | 3.4 | 3.4 | | Onslow | 3.7 | 7.4 | 1.4 |
| Catawba | 3.3 | 4.8 | 2.6 | Orange | 3.2 | 3.8 | 2.5 |
| Chatham | 3.0 | 3.7 | 1.7 | Pamlico | 2.0 | 2.0 | |
| Cherokee | 2.1 | 2.1 | | Pasquotank | 3.4 | 56.5 | 2.1 |
| Chowan | 2.3 | 5.0 | 1.6 | Pender | 2.7 | 2.7 | |
| Clay | 2.4 | 2.4 | | Perquimans | 2.3 | 2.3 | |
| Cleveland | 3.2 | 7.7 | 1.8 | Person | 3.5 | 6.5 | 2.1 |
| Columbus | 2.9 | 3.3 | 2.1 | Pitt | 3.6 | 6.3 | 2.7 |
| Craven | 2.7 | 3.1 | 2.4 | Polk | 3.0 | 3.0 | |
| Cumberland | 3.4 | 9.3 | 1.7 | Randolph | 2.3 | 2.7 | 1.6 |
| Currituck | 3.0 | 3.0 | | Richmond | 3.0 | 7.5 | 1.7 |
| Dare | 2.7 | 2.7 | | Robeson | 3.8 | 4.7 | 2.8 |
| Davidson | 2.9 | 7.0 | 1.7 | Rockingham | 2.8 | 2.7 | 2.9 |
| Davie | 2.1 | 1.6 | | Rowan | 2.9 | 3.9 | 2.0 |
| Duplin | 2.7 | 2.5 | 3.4 | Rutherford | 2.9 | 5.3 | 1.6 |
| Durham | 4.3 | 15.1 | 3.7 | Sampson | 2.5 | 3.7 | 1.1 |
| Edgecombe | 2.9 | 7.4 | 1.6 | Scotland | 3.1 | 6.4 | 1.8 |
| Forsyth | 3.2 | 4.4 | 2.9 | Stanly | 2.1 | 2.5 | 1.6 |
| Franklin | 2.6 | 4.4 | 0.7 | Stokes | 1.9 | 1.9 | |
| Gaston | 3.2 | 7.8 | 2.2 | Surry | 3.2 | 2.5 | 7.5 |
| Gates | 2.8 | 2.8 | | Swain | 2.7 | 2.7 | |
| Graham | 1.7 | 1.7 | | Transylvania | 2.6 | 4.8 | 1.1 |
| Granville | 3.0 | 4.4 | 1.9 | Tyrrell | 2.0 | 2.0 | |
| Greene | 2.3 | 2.3 | | Union | 2.2 | 2.9 | 1.7 |
| Guilford | 4.0 | 5.4 | 3.7 | Vance | 3.2 | 13.5 | 1.6 |
| Halifax | 3.3 | 5.8 | 2.3 | Wake | 3.3 | 8.1 | 2.6 |
| Harnett | 2.7 | 3.1 | 2.0 | Warren | 2.4 | 2.4 | |
| Haywood | 2.5 | 7.6 | 0.9 | Washington | 2.6 | 4.5 | 1.3 |
| Henderson | 3.1 | 5.2 | 1.7 | Watauga | 4.1 | 6.3 | 2.4 |
| Hertford | 3.9 | 8.3 | 2.0 | Wayne | 3.4 | 5.0 | 2.6 |
| Hoke | 3.5 | 10.6 | 1.1 | Wilkes | 2.8 | 3.5 | 1.3 |
| Hyde | 1.1 | 1.1 | | Wilson | 3.8 | 5.8 | 2.9 |
| Iredell | 2.9 | 8.1 | 1.7 | Yadkin | 1.9 | 1.9 | |
| Jackson | 3.5 | 4.3 | | Yancey | 2.1 | 2.1 | |

DEFINITIONS

1. REPORTABLE MOTOR VEHICLE TRAFFIC ACCIDENT - An accident involving a motor vehicle on a trafficway resulting in death, injury, or property damage of \$200 or more.
2. URBAN AREAS - Those incorporated cities or towns of 2,500 population or more - including Kannapolis which is not incorporated.
3. RURAL AREAS - Unincorporated areas or towns of less than 2,500 population.
4. VEHICLE MILES TRAVELED - Estimated on the basis of average (12.57) miles per gallon of fuel sold for motor vehicle use.
5. TYPE OF ACCIDENT - Classified according to the first event on the road which characterizes the manner of occurrence of a motor vehicle traffic accident.