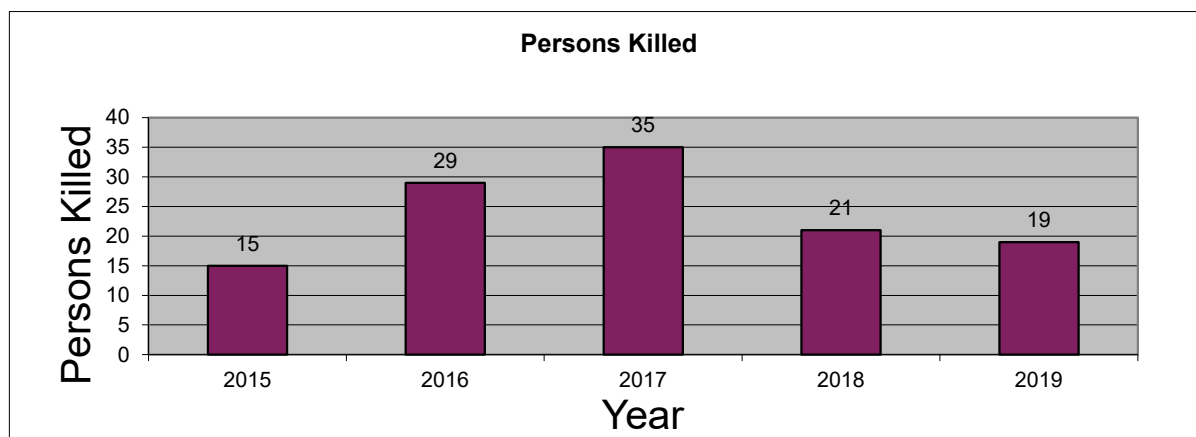
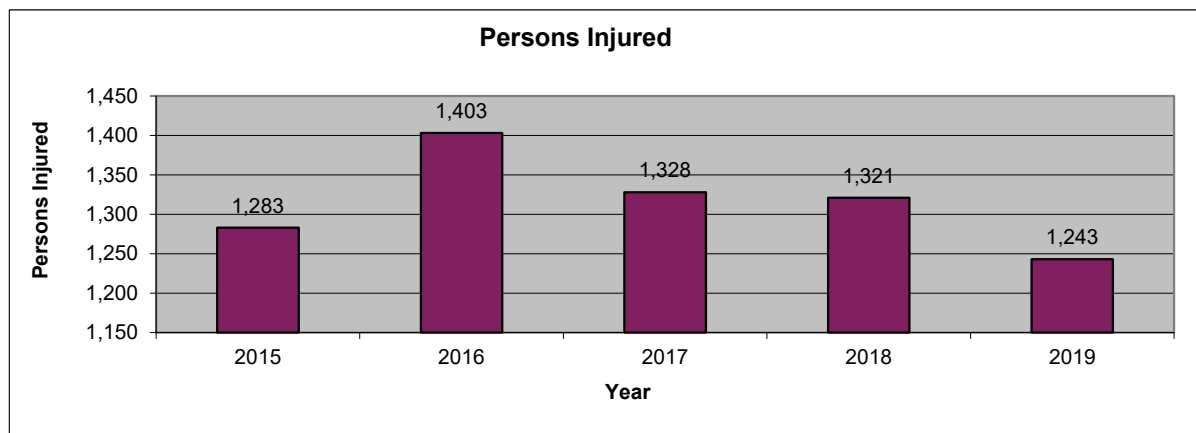
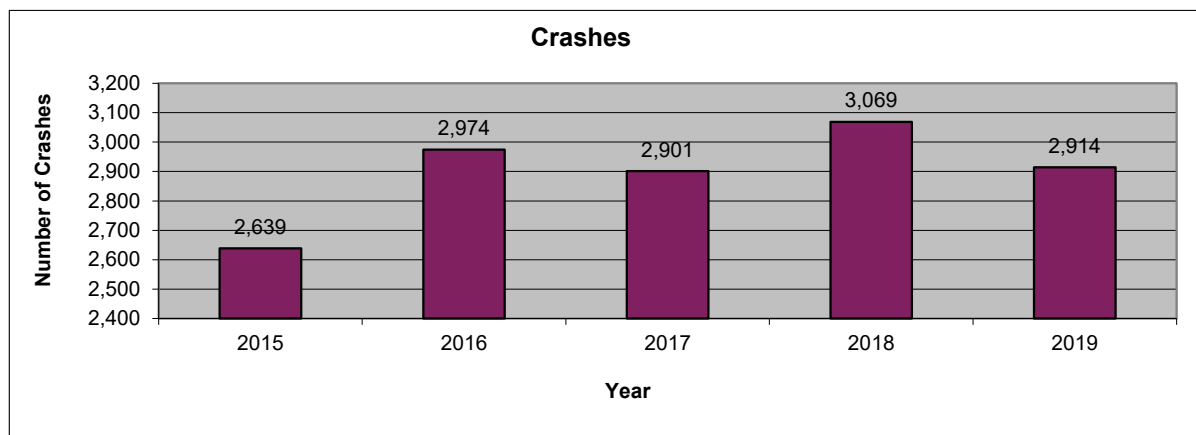


Charles County Crash Summary

| | 2015 | 2016 | 2017 | 2018 | 2019 | 5 Year AVG. | % |
|-------------------------|--------------|--------------|--------------|--------------|--------------|----------------|--------------|
| Fatal Crashes | 14 | 26 | 28 | 18 | 18 | 21 | 0.7 |
| Injury Crashes | 868 | 960 | 857 | 874 | 845 | 881 | 30.4 |
| Property Damage Crashes | 1,757 | 1,988 | 2,016 | 2,177 | 2,051 | 1998 | 68.9 |
| Total Crashes | 2,639 | 2,974 | 2,901 | 3,069 | 2,914 | 2899 | 100.0 |
| Total of All Fatalities | 15 | 29 | 35 | 21 | 19 | 24 | |
| Total Number Injured | 1,283 | 1,403 | 1,328 | 1,321 | 1,243 | 1,316 | |



Data are subject to change.

Charles County
Route Type

| Route Type | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------|
| IS | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| US | 453 | 530 | 510 | 547 | 516 | 511 | 17.6 |
| MD | 884 | 904 | 925 | 1,018 | 967 | 940 | 32.4 |
| CO | 903 | 1,018 | 947 | 1,061 | 1,006 | 987 | 34.0 |
| MU | 32 | 37 | 39 | 38 | 42 | 38 | 1.3 |
| GV | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| SR | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| OP | 10 | 8 | 15 | 11 | 19 | 13 | 0.4 |
| Balto. City CY | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Parking Lots | 100 | 192 | 204 | 228 | 181 | 181 | 6.2 |
| Unknown | 257 | 285 | 261 | 166 | 183 | 230 | 7.9 |
| Total Crashes | 2,639 | 2,974 | 2,901 | 3,069 | 2,914 | 2899 | 100.0 |

| Route Type | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|-----------------------|------------|------------|------------|------------|------------|------------|--------------|
| IS | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| US | 189 | 206 | 172 | 169 | 186 | 184 | 20.9 |
| MD | 313 | 293 | 292 | 291 | 283 | 294 | 33.4 |
| CO | 299 | 346 | 301 | 350 | 315 | 322 | 36.6 |
| MU | 4 | 11 | 11 | 6 | 11 | 9 | 1.0 |
| GV | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| SR | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| OP | 2 | 2 | 3 | 3 | 5 | 3 | 0.3 |
| Balto. City CY | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Parking Lots | 14 | 25 | 23 | 22 | 17 | 20 | 2.3 |
| Unknown | 47 | 77 | 55 | 33 | 28 | 48 | 5.4 |
| Injury Crashes | 868 | 960 | 857 | 874 | 845 | 881 | 100.0 |

| Route Type | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| IS | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| US | 4 | 8 | 5 | 3 | 6 | 5 | 25.0 |
| MD | 7 | 9 | 10 | 10 | 6 | 8 | 40.4 |
| CO | 3 | 9 | 13 | 5 | 6 | 7 | 34.6 |
| MU | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| GV | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| SR | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| OP | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Balto. City CY | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Parking Lots | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Fatal Crashes | 14 | 26 | 28 | 18 | 18 | 21 | 100.0 |

**Charles County
 County**

| County | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Allegany | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Anne Arundel | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Baltimore | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Calvert | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Caroline | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Carroll | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Cecil | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Charles | 2,639 | 2,974 | 2,901 | 3,069 | 2,914 | 2,899 | 100.0 |
| Dorchester | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Frederick | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Garrett | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Harford | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Howard | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Kent | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Montgomery | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Prince George's | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Queen Anne's | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| St. Mary's | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Somerset | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Talbot | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Wicomico | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Worcester | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Baltimore City | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Total Crashes | 2,639 | 2,974 | 2,901 | 3,069 | 2,914 | 2,899 | 100.0 |

| County | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|-----------------------|------------|------------|------------|------------|------------|------------|--------------|
| Allegany | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Anne Arundel | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Baltimore | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Calvert | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Caroline | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Carroll | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Cecil | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Charles | 868 | 960 | 857 | 874 | 845 | 881 | 100.0 |
| Dorchester | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Frederick | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Garrett | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Harford | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Howard | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Kent | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Montgomery | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Prince George's | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Queen Anne's | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| St. Mary's | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Somerset | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Talbot | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Wicomico | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Worcester | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Baltimore City | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Injury Crashes | 868 | 960 | 857 | 874 | 845 | 881 | 100.0 |

| County | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Allegany | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Anne Arundel | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Baltimore | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Calvert | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Caroline | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Carroll | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Cecil | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Charles | 14 | 26 | 28 | 18 | 18 | 21 | 100.0 |
| Dorchester | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Frederick | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Garrett | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Harford | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Howard | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Kent | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Montgomery | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Prince George's | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Queen Anne's | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| St. Mary's | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Somerset | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Talbot | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Wicomico | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Worcester | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Baltimore City | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Fatal Crashes | 14 | 26 | 28 | 18 | 18 | 21 | 100.0 |

Charles County
Month

| Month | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| January | 224 | 211 | 226 | 300 | 202 | 233 | 8.0 |
| February | 193 | 233 | 185 | 221 | 204 | 207 | 7.1 |
| March | 232 | 224 | 222 | 214 | 222 | 223 | 7.7 |
| April | 195 | 234 | 249 | 226 | 230 | 227 | 7.8 |
| May | 233 | 262 | 248 | 257 | 250 | 250 | 8.6 |
| June | 152 | 251 | 224 | 287 | 250 | 233 | 8.0 |
| July | 175 | 222 | 232 | 239 | 218 | 217 | 7.5 |
| August | 217 | 222 | 257 | 258 | 237 | 238 | 8.2 |
| September | 208 | 256 | 261 | 238 | 256 | 244 | 8.4 |
| October | 249 | 312 | 249 | 267 | 292 | 274 | 9.4 |
| November | 265 | 272 | 261 | 265 | 270 | 267 | 9.2 |
| December | 296 | 275 | 287 | 297 | 283 | 288 | 9.9 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Total Crashes | 2,639 | 2,974 | 2,901 | 3,069 | 2,914 | 2,899 | 100.0 |

| Month | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|-----------------------|------------|------------|------------|------------|------------|------------|--------------|
| January | 62 | 52 | 69 | 89 | 45 | 63 | 7.2 |
| February | 62 | 62 | 67 | 65 | 52 | 62 | 7.0 |
| March | 64 | 79 | 51 | 55 | 72 | 64 | 7.3 |
| April | 67 | 87 | 87 | 71 | 67 | 76 | 8.6 |
| May | 85 | 84 | 81 | 80 | 85 | 83 | 9.4 |
| June | 46 | 85 | 76 | 88 | 86 | 76 | 8.7 |
| July | 67 | 87 | 82 | 65 | 63 | 73 | 8.3 |
| August | 81 | 82 | 76 | 75 | 73 | 77 | 8.8 |
| September | 76 | 88 | 67 | 75 | 66 | 74 | 8.4 |
| October | 85 | 105 | 67 | 79 | 75 | 82 | 9.3 |
| November | 81 | 73 | 59 | 65 | 79 | 71 | 8.1 |
| December | 92 | 76 | 75 | 67 | 82 | 78 | 8.9 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Injury Crashes | 868 | 960 | 857 | 874 | 845 | 881 | 100.0 |

| Month | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| January | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| February | 0 | 3 | 3 | 1 | 1 | 2 | 7.7 |
| March | 0 | 3 | 7 | 1 | 0 | 2 | 10.6 |
| April | 3 | 2 | 3 | 1 | 3 | 2 | 11.5 |
| May | 2 | 0 | 1 | 4 | 1 | 2 | 7.7 |
| June | 1 | 2 | 0 | 1 | 1 | 1 | 4.8 |
| July | 0 | 2 | 2 | 1 | 1 | 1 | 5.8 |
| August | 2 | 3 | 2 | 2 | 3 | 2 | 11.5 |
| September | 2 | 1 | 2 | 3 | 3 | 2 | 10.6 |
| October | 1 | 5 | 3 | 1 | 2 | 2 | 11.5 |
| November | 1 | 1 | 2 | 1 | 0 | 1 | 4.8 |
| December | 2 | 4 | 3 | 2 | 3 | 3 | 13.5 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Fatal Crashes | 14 | 26 | 28 | 18 | 18 | 21 | 100.0 |

MARYLAND DEPARTMENT OF TRANSPORTATION
 Maryland Motor Vehicle Administration
 Maryland Highway Safety Office

August 11, 2020

Charles County
Day of Week

| Day of Week | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Monday | 350 | 397 | 409 | 434 | 399 | 398 | 13.7 |
| Tuesday | 373 | 426 | 411 | 445 | 432 | 417 | 14.4 |
| Wednesday | 352 | 389 | 400 | 428 | 397 | 393 | 13.6 |
| Thursday | 446 | 433 | 397 | 389 | 374 | 408 | 14.1 |
| Friday | 408 | 485 | 468 | 475 | 526 | 472 | 16.3 |
| Saturday | 386 | 471 | 467 | 487 | 411 | 444 | 15.3 |
| Sunday | 324 | 373 | 349 | 411 | 375 | 366 | 12.6 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Total Crashes | 2,639 | 2,974 | 2,901 | 3,069 | 2,914 | 2,899 | 100.0 |

| Day of Week | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|-----------------------|------------|------------|------------|------------|------------|------------|--------------|
| Monday | 112 | 125 | 131 | 121 | 116 | 121 | 13.7 |
| Tuesday | 118 | 127 | 131 | 123 | 120 | 124 | 14.1 |
| Wednesday | 107 | 124 | 120 | 130 | 96 | 115 | 13.1 |
| Thursday | 147 | 140 | 116 | 114 | 98 | 123 | 14.0 |
| Friday | 138 | 169 | 122 | 134 | 170 | 147 | 16.6 |
| Saturday | 129 | 152 | 131 | 146 | 136 | 139 | 15.8 |
| Sunday | 117 | 123 | 106 | 106 | 109 | 112 | 12.7 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Injury Crashes | 868 | 960 | 857 | 874 | 845 | 881 | 100.0 |

| Day of Week | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Monday | 2 | 1 | 2 | 3 | 1 | 2 | 8.7 |
| Tuesday | 2 | 1 | 4 | 2 | 3 | 2 | 11.5 |
| Wednesday | 0 | 2 | 3 | 3 | 3 | 2 | 10.6 |
| Thursday | 4 | 3 | 5 | 3 | 2 | 3 | 16.3 |
| Friday | 1 | 4 | 7 | 4 | 1 | 3 | 16.3 |
| Saturday | 2 | 7 | 5 | 0 | 5 | 4 | 18.3 |
| Sunday | 3 | 8 | 2 | 3 | 3 | 4 | 18.3 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Fatal Crashes | 14 | 26 | 28 | 18 | 18 | 21 | 100.0 |

Charles County
Time of Day

| Time of Day | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 12:00 Midnight | 60 | 73 | 51 | 90 | 54 | 66 | 2.3 |
| 1:00 | 57 | 70 | 70 | 71 | 76 | 69 | 2.4 |
| 2:00 | 52 | 48 | 60 | 59 | 42 | 52 | 1.8 |
| 3:00 | 35 | 45 | 43 | 48 | 48 | 44 | 1.5 |
| 4:00 | 40 | 48 | 52 | 53 | 29 | 44 | 1.5 |
| 5:00 | 65 | 61 | 56 | 57 | 66 | 61 | 2.1 |
| 6:00 | 83 | 71 | 78 | 85 | 78 | 79 | 2.7 |
| 7:00 | 86 | 117 | 128 | 143 | 145 | 124 | 4.3 |
| 8:00 | 112 | 109 | 124 | 136 | 115 | 119 | 4.1 |
| 9:00 | 103 | 120 | 121 | 108 | 108 | 112 | 3.9 |
| 10:00 | 95 | 132 | 126 | 120 | 122 | 119 | 4.1 |
| 11:00 | 113 | 156 | 119 | 154 | 139 | 136 | 4.7 |
| 12:00 Noon | 134 | 137 | 152 | 168 | 164 | 151 | 5.2 |
| 1:00 | 159 | 163 | 187 | 182 | 158 | 170 | 5.9 |
| 2:00 | 160 | 176 | 194 | 193 | 204 | 185 | 6.4 |
| 3:00 | 198 | 212 | 193 | 227 | 220 | 210 | 7.2 |
| 4:00 | 202 | 251 | 211 | 233 | 235 | 226 | 7.8 |
| 5:00 | 176 | 207 | 209 | 194 | 228 | 203 | 7.0 |
| 6:00 | 195 | 188 | 142 | 191 | 159 | 175 | 6.0 |
| 7:00 | 132 | 150 | 137 | 154 | 141 | 143 | 4.9 |
| 8:00 | 111 | 120 | 151 | 133 | 109 | 125 | 4.3 |
| 9:00 | 120 | 117 | 114 | 107 | 118 | 115 | 4.0 |
| 10:00 | 86 | 103 | 93 | 93 | 93 | 94 | 3.2 |
| 11:00 | 65 | 100 | 90 | 70 | 63 | 78 | 2.7 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Total Crashes | 2,639 | 2,974 | 2,901 | 3,069 | 2,914 | 2,899 | 100.0 |

| Time of Day | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|-----------------------|------------|------------|------------|------------|------------|------------|--------------|
| 12:00 Midnight | 15 | 14 | 9 | 20 | 16 | 15 | 1.7 |
| 1:00 | 14 | 20 | 16 | 18 | 15 | 17 | 1.9 |
| 2:00 | 12 | 8 | 13 | 14 | 10 | 11 | 1.3 |
| 3:00 | 11 | 7 | 7 | 6 | 3 | 7 | 0.8 |
| 4:00 | 8 | 10 | 11 | 12 | 6 | 9 | 1.1 |
| 5:00 | 16 | 14 | 12 | 16 | 15 | 15 | 1.7 |
| 6:00 | 31 | 21 | 21 | 21 | 15 | 22 | 2.5 |
| 7:00 | 25 | 34 | 32 | 38 | 36 | 33 | 3.7 |
| 8:00 | 36 | 29 | 31 | 43 | 34 | 35 | 3.9 |
| 9:00 | 39 | 38 | 39 | 35 | 36 | 37 | 4.2 |
| 10:00 | 30 | 43 | 40 | 39 | 42 | 39 | 4.4 |
| 11:00 | 33 | 50 | 32 | 48 | 45 | 42 | 4.7 |
| 12:00 Noon | 56 | 43 | 48 | 49 | 45 | 48 | 5.5 |
| 1:00 | 55 | 60 | 67 | 47 | 44 | 55 | 6.2 |
| 2:00 | 62 | 62 | 63 | 56 | 74 | 63 | 7.2 |
| 3:00 | 68 | 91 | 59 | 69 | 77 | 73 | 8.3 |
| 4:00 | 65 | 94 | 84 | 76 | 74 | 79 | 8.9 |
| 5:00 | 51 | 73 | 60 | 66 | 56 | 61 | 6.9 |
| 6:00 | 71 | 79 | 45 | 65 | 52 | 62 | 7.1 |
| 7:00 | 50 | 41 | 41 | 43 | 47 | 44 | 5.0 |
| 8:00 | 36 | 36 | 47 | 32 | 33 | 37 | 4.2 |
| 9:00 | 39 | 40 | 39 | 28 | 36 | 36 | 4.1 |
| 10:00 | 29 | 30 | 21 | 16 | 24 | 24 | 2.7 |
| 11:00 | 16 | 23 | 20 | 17 | 10 | 17 | 2.0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Injury Crashes | 868 | 960 | 857 | 874 | 845 | 881 | 100.0 |

| Time of Day | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| 12:00 Midnight | 0 | 0 | 1 | 1 | 2 | 1 | 3.8 |
| 1:00 | 1 | 1 | 2 | 0 | 3 | 1 | 6.7 |
| 2:00 | 0 | 2 | 3 | 0 | 1 | 1 | 5.8 |
| 3:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1.9 |
| 4:00 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 |
| 5:00 | 0 | 0 | 2 | 1 | 0 | 1 | 2.9 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 7:00 | 0 | 0 | 3 | 0 | 1 | 1 | 3.8 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 9:00 | 0 | 1 | 3 | 0 | 0 | 1 | 3.8 |
| 10:00 | 1 | 0 | 0 | 1 | 0 | 0 | 1.9 |
| 11:00 | 0 | 1 | 1 | 2 | 2 | 1 | 5.8 |
| 12:00 Noon | 0 | 0 | 2 | 1 | 1 | 1 | 3.8 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 1.0 |
| 2:00 | 2 | 1 | 1 | 1 | 0 | 1 | 4.8 |
| 3:00 | 1 | 0 | 0 | 4 | 2 | 1 | 6.7 |
| 4:00 | 1 | 2 | 1 | 2 | 0 | 1 | 5.8 |
| 5:00 | 2 | 2 | 1 | 0 | 0 | 1 | 4.8 |
| 6:00 | 0 | 2 | 0 | 1 | 1 | 1 | 3.8 |
| 7:00 | 1 | 4 | 2 | 1 | 1 | 2 | 8.7 |
| 8:00 | 1 | 4 | 1 | 0 | 1 | 1 | 6.7 |
| 9:00 | 1 | 1 | 3 | 0 | 0 | 1 | 4.8 |
| 10:00 | 2 | 1 | 1 | 0 | 1 | 1 | 4.8 |
| 11:00 | 0 | 3 | 1 | 2 | 1 | 1 | 6.7 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Fatal Crashes | 14 | 26 | 28 | 18 | 18 | 21 | 100.0 |

Charles County
Driver Age

| Driver Age | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 15 and Under | 6 | 3 | 4 | 4 | 8 | 5 | 0.1 |
| 16 | 28 | 30 | 28 | 26 | 17 | 26 | 0.5 |
| 17 | 104 | 113 | 100 | 97 | 75 | 98 | 2.0 |
| 18 | 136 | 171 | 124 | 119 | 125 | 135 | 2.7 |
| 19 | 130 | 128 | 126 | 136 | 128 | 130 | 2.6 |
| 20 | 128 | 141 | 138 | 138 | 115 | 132 | 2.6 |
| 21 - 24 | 501 | 517 | 482 | 472 | 483 | 491 | 9.8 |
| 25 - 29 | 531 | 597 | 611 | 599 | 576 | 583 | 11.7 |
| 30 - 34 | 379 | 455 | 460 | 459 | 446 | 440 | 8.8 |
| 35 - 39 | 343 | 388 | 385 | 441 | 400 | 391 | 7.8 |
| 40 - 44 | 358 | 399 | 328 | 391 | 371 | 369 | 7.4 |
| 45 - 49 | 375 | 411 | 424 | 372 | 334 | 383 | 7.7 |
| 50 - 54 | 301 | 374 | 359 | 429 | 401 | 373 | 7.5 |
| 55 - 59 | 239 | 296 | 308 | 293 | 315 | 290 | 5.8 |
| 60 - 64 | 199 | 222 | 208 | 240 | 231 | 220 | 4.4 |
| 65 - 69 | 138 | 147 | 161 | 167 | 156 | 154 | 3.1 |
| 70 - 79 | 159 | 178 | 194 | 194 | 225 | 190 | 3.8 |
| 80 + | 46 | 72 | 62 | 73 | 67 | 64 | 1.3 |
| Unknown | 419 | 448 | 500 | 642 | 558 | 513 | 10.3 |
| Total Drivers | 4,520 | 5,090 | 5,002 | 5,292 | 5,031 | 4,987 | 100.0 |

| Driver Age | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|------------------------|------------|------------|------------|------------|------------|------------|--------------|
| 15 and Under | 3 | 1 | 1 | 2 | 2 | 2 | 0.2 |
| 16 | 8 | 4 | 6 | 4 | 3 | 5 | 0.6 |
| 17 | 19 | 19 | 16 | 13 | 12 | 16 | 1.8 |
| 18 | 24 | 38 | 18 | 19 | 15 | 23 | 2.6 |
| 19 | 26 | 22 | 18 | 27 | 22 | 23 | 2.6 |
| 20 | 25 | 35 | 20 | 25 | 26 | 26 | 2.9 |
| 21 - 24 | 108 | 97 | 79 | 75 | 88 | 89 | 10.0 |
| 25 - 29 | 114 | 146 | 138 | 128 | 114 | 128 | 14.4 |
| 30 - 34 | 79 | 83 | 98 | 78 | 65 | 81 | 9.0 |
| 35 - 39 | 70 | 82 | 74 | 81 | 68 | 75 | 8.4 |
| 40 - 44 | 63 | 81 | 57 | 69 | 70 | 68 | 7.6 |
| 45 - 49 | 92 | 76 | 84 | 78 | 77 | 81 | 9.1 |
| 50 - 54 | 69 | 82 | 69 | 83 | 74 | 75 | 8.5 |
| 55 - 59 | 43 | 64 | 62 | 61 | 61 | 58 | 6.5 |
| 60 - 64 | 55 | 51 | 50 | 53 | 49 | 52 | 5.8 |
| 65 - 69 | 28 | 33 | 39 | 28 | 31 | 32 | 3.6 |
| 70 - 79 | 35 | 48 | 39 | 39 | 47 | 42 | 4.7 |
| 80 + | 12 | 20 | 8 | 7 | 13 | 12 | 1.3 |
| Unknown | 0 | 2 | 5 | 5 | 4 | 3 | 0.4 |
| Injured Drivers | 873 | 984 | 881 | 875 | 841 | 891 | 100.0 |

| Driver Age | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| 15 and Under | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 17 | 0 | 0 | 1 | 0 | 1 | 0 | 2.8 |
| 18 | 0 | 1 | 1 | 0 | 0 | 0 | 2.8 |
| 19 | 0 | 0 | 0 | 1 | 0 | 0 | 1.4 |
| 20 | 1 | 0 | 1 | 0 | 0 | 0 | 2.8 |
| 21 - 24 | 0 | 1 | 2 | 1 | 4 | 2 | 11.3 |
| 25 - 29 | 3 | 1 | 7 | 0 | 0 | 2 | 15.5 |
| 30 - 34 | 0 | 1 | 0 | 3 | 1 | 1 | 7.0 |
| 35 - 39 | 1 | 2 | 0 | 0 | 1 | 1 | 5.6 |
| 40 - 44 | 0 | 3 | 0 | 1 | 0 | 1 | 5.6 |
| 45 - 49 | 4 | 3 | 2 | 1 | 1 | 2 | 15.5 |
| 50 - 54 | 2 | 1 | 1 | 1 | 1 | 1 | 8.5 |
| 55 - 59 | 0 | 1 | 1 | 1 | 1 | 1 | 5.6 |
| 60 - 64 | 0 | 0 | 1 | 1 | 0 | 0 | 2.8 |
| 65 - 69 | 0 | 0 | 1 | 1 | 0 | 0 | 2.8 |
| 70 - 79 | 0 | 3 | 2 | 1 | 1 | 1 | 9.9 |
| 80 + | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Driver Fatalities | 11 | 17 | 20 | 12 | 11 | 14 | 100.0 |

**Charles County
 Driver Gender**

| Driver Gender | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Male | 2,364 | 2,650 | 2,506 | 2,636 | 2,502 | 2,532 | 50.8 |
| Female | 1,710 | 1,973 | 1,975 | 1,991 | 1,951 | 1,920 | 38.5 |
| Unknown | 446 | 467 | 521 | 665 | 578 | 535 | 10.7 |
| Total Drivers | 4,520 | 5,090 | 5,002 | 5,292 | 5,031 | 4,987 | 100.0 |

| Driver Gender | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|------------------------|------------|------------|------------|------------|------------|------------|--------------|
| Male | 425 | 473 | 396 | 384 | 389 | 413 | 46.4 |
| Female | 442 | 508 | 480 | 485 | 447 | 472 | 53.0 |
| Unknown | 6 | 3 | 5 | 6 | 5 | 5 | 0.6 |
| Driver Injuries | 873 | 984 | 881 | 875 | 841 | 891 | 100.0 |

| Driver Gender | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Male | 7 | 14 | 14 | 10 | 10 | 11 | 77.5 |
| Female | 4 | 3 | 6 | 2 | 1 | 3 | 22.5 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Driver Fatalities | 11 | 17 | 20 | 12 | 11 | 14 | 100.0 |

**Charles County
 Driver Safety Equipment Use**

| Safety Equipment | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|-------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Not Applicable | 90 | 105 | 117 | 133 | 154 | 120 | 2.4 |
| None | 68 | 100 | 92 | 74 | 88 | 84 | 1.7 |
| Lap belt only | 13 | 4 | 12 | 8 | 4 | 8 | 0.2 |
| Shoulder belt only | 13 | 11 | 14 | 28 | 11 | 15 | 0.3 |
| Shoulder/Lap belt(s) | 3,772 | 4,237 | 4,030 | 4,173 | 3,986 | 4,040 | 81.0 |
| Child/Youth restraint | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint forward | 0 | 1 | 0 | 1 | 1 | 1 | 0.0 |
| Child restraint rear | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Booster seat | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Mc/Bike helmet | 29 | 30 | 19 | 23 | 16 | 23 | 0.5 |
| Mc/bike shield only | 0 | 0 | 1 | 0 | 1 | 0 | 0.0 |
| Mc/bike helmet & shield | 18 | 18 | 14 | 17 | 17 | 17 | 0.3 |
| Protective pads | 0 | 0 | 1 | 0 | 0 | 0 | 0.0 |
| Reflective clothing | 2 | 1 | 0 | 0 | 0 | 1 | 0.0 |
| Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Air bag only | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Air bag and belts | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Other | 1 | 1 | 3 | 2 | 0 | 1 | 0.0 |
| Unknown | 514 | 582 | 699 | 833 | 753 | 676 | 13.6 |
| Total Drivers | 4,520 | 5,090 | 5,002 | 5,292 | 5,031 | 4,987 | 100.0 |

| Safety Equipment | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|-------------------------|------------|------------|------------|------------|------------|------------|--------------|
| Not Applicable | 13 | 15 | 12 | 11 | 16 | 13 | 1.5 |
| None | 32 | 40 | 35 | 31 | 25 | 33 | 3.7 |
| Lap belt only | 0 | 0 | 2 | 2 | 1 | 1 | 0.1 |
| Shoulder belt only | 2 | 0 | 2 | 4 | 1 | 2 | 0.2 |
| Shoulder/Lap belt(s) | 778 | 865 | 769 | 767 | 732 | 782 | 87.8 |
| Child/Youth restraint | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint forward | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint rear | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Booster seat | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Mc/Bike helmet | 21 | 19 | 11 | 18 | 10 | 16 | 1.8 |
| Mc/bike shield only | 0 | 0 | 1 | 0 | 1 | 0 | 0.0 |
| Mc/bike helmet & shield | 13 | 12 | 11 | 11 | 12 | 12 | 1.3 |
| Protective pads | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Reflective clothing | 1 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Air bag only | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Air bag and belts | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Other | 0 | 0 | 1 | 0 | 0 | 0 | 0.0 |
| Unknown | 13 | 33 | 37 | 31 | 43 | 31 | 3.5 |
| Driver Injuries | 873 | 984 | 881 | 875 | 841 | 891 | 100.0 |

| Safety Equipment | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Not Applicable | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| None | 3 | 4 | 2 | 4 | 4 | 3 | 23.9 |
| Lap belt only | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Shoulder belt only | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Shoulder/Lap belt(s) | 4 | 5 | 11 | 4 | 4 | 6 | 39.4 |
| Child/Youth restraint | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint forward | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint rear | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Booster seat | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint unk. | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Mc/Bike helmet | 2 | 6 | 2 | 0 | 2 | 2 | 16.9 |
| Mc/bike shield only | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Mc/bike helmet & shield | 2 | 2 | 1 | 4 | 1 | 2 | 14.1 |
| Protective pads | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Reflective clothing | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Air bag only | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Air bag and belts | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Unknown | 0 | 0 | 4 | 0 | 0 | 1 | 5.6 |
| Driver Fatalities | 11 | 17 | 20 | 12 | 11 | 14 | 100.0 |

Note: None & Air Bag are counted as no safety equipment in use.

Charles County
Passenger Age

| Passenger Age | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|-------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Under 5 | 170 | 196 | 214 | 249 | 208 | 207 | 10.9 |
| 5 - 9 | 261 | 194 | 329 | 233 | 230 | 249 | 13.1 |
| 10 - 11 | 90 | 80 | 141 | 110 | 98 | 104 | 5.4 |
| 12 - 13 | 101 | 58 | 112 | 90 | 123 | 97 | 5.1 |
| 14 - 15 | 137 | 78 | 153 | 168 | 145 | 136 | 7.1 |
| 16 - 17 | 205 | 104 | 151 | 186 | 209 | 171 | 9.0 |
| 18 - 19 | 102 | 85 | 113 | 139 | 110 | 110 | 5.8 |
| 20 - 24 | 154 | 139 | 207 | 192 | 160 | 170 | 8.9 |
| 25 - 29 | 100 | 145 | 126 | 132 | 124 | 125 | 6.6 |
| 30 - 34 | 80 | 80 | 86 | 98 | 102 | 89 | 4.7 |
| 35 - 39 | 40 | 62 | 55 | 87 | 63 | 61 | 3.2 |
| 40 - 44 | 47 | 52 | 58 | 69 | 65 | 58 | 3.1 |
| 45 - 49 | 52 | 61 | 65 | 68 | 69 | 63 | 3.3 |
| 50 - 54 | 42 | 70 | 66 | 75 | 68 | 64 | 3.4 |
| 55 - 59 | 47 | 57 | 56 | 55 | 60 | 55 | 2.9 |
| 60 - 64 | 40 | 39 | 41 | 51 | 50 | 44 | 2.3 |
| 65 - 69 | 26 | 35 | 32 | 36 | 37 | 33 | 1.7 |
| 70 - 79 | 31 | 46 | 50 | 45 | 55 | 45 | 2.4 |
| 80 + | 9 | 19 | 20 | 23 | 38 | 22 | 1.1 |
| Unknown | 1 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Total Passengers | 1,735 | 1,600 | 2,075 | 2,106 | 2,014 | 1,906 | 100.0 |

| Passenger Age | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|---------------------------|------------|------------|------------|------------|------------|------------|--------------|
| Under 5 | 39 | 45 | 42 | 52 | 44 | 44 | 12.0 |
| 5 - 9 | 42 | 34 | 44 | 46 | 32 | 40 | 10.7 |
| 10 - 11 | 17 | 14 | 21 | 24 | 11 | 17 | 4.7 |
| 12 - 13 | 22 | 6 | 17 | 12 | 12 | 14 | 3.7 |
| 14 - 15 | 13 | 20 | 13 | 18 | 14 | 16 | 4.2 |
| 16 - 17 | 34 | 29 | 15 | 26 | 25 | 26 | 7.0 |
| 18 - 19 | 28 | 19 | 24 | 14 | 20 | 21 | 5.7 |
| 20 - 24 | 32 | 34 | 56 | 37 | 28 | 37 | 10.1 |
| 25 - 29 | 34 | 38 | 37 | 28 | 29 | 33 | 9.0 |
| 30 - 34 | 18 | 20 | 24 | 23 | 20 | 21 | 5.7 |
| 35 - 39 | 10 | 14 | 7 | 15 | 9 | 11 | 3.0 |
| 40 - 44 | 10 | 11 | 12 | 20 | 9 | 12 | 3.3 |
| 45 - 49 | 6 | 12 | 14 | 17 | 18 | 13 | 3.6 |
| 50 - 54 | 12 | 19 | 21 | 20 | 23 | 19 | 5.1 |
| 55 - 59 | 12 | 13 | 9 | 9 | 13 | 11 | 3.0 |
| 60 - 64 | 14 | 12 | 7 | 13 | 11 | 11 | 3.1 |
| 65 - 69 | 6 | 6 | 7 | 6 | 6 | 6 | 1.7 |
| 70 - 79 | 8 | 10 | 15 | 11 | 15 | 12 | 3.2 |
| 80 + | 4 | 7 | 2 | 3 | 9 | 5 | 1.3 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Injured Passengers | 361 | 363 | 387 | 394 | 348 | 371 | 100.0 |

| Passenger Age | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|-----------------------------|----------|----------|----------|----------|----------|----------|--------------|
| Under 5 | 0 | 1 | 0 | 1 | 0 | 0 | 7.7 |
| 5 - 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 10 - 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 12 - 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 14 - 15 | 0 | 0 | 0 | 1 | 1 | 0 | 7.7 |
| 16 - 17 | 0 | 0 | 1 | 0 | 0 | 0 | 3.8 |
| 18 - 19 | 0 | 0 | 0 | 1 | 0 | 0 | 3.8 |
| 20 - 24 | 1 | 1 | 3 | 2 | 0 | 1 | 26.9 |
| 25 - 29 | 0 | 0 | 1 | 0 | 0 | 0 | 3.8 |
| 30 - 34 | 1 | 0 | 0 | 0 | 0 | 0 | 3.8 |
| 35 - 39 | 0 | 0 | 0 | 0 | 1 | 0 | 3.8 |
| 40 - 44 | 0 | 0 | 1 | 1 | 0 | 0 | 7.7 |
| 45 - 49 | 0 | 2 | 0 | 0 | 1 | 1 | 11.5 |
| 50 - 54 | 0 | 0 | 1 | 0 | 0 | 0 | 3.8 |
| 55 - 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 60 - 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 65 - 69 | 1 | 0 | 1 | 0 | 0 | 0 | 7.7 |
| 70 - 79 | 0 | 1 | 0 | 0 | 0 | 0 | 3.8 |
| 80 + | 0 | 0 | 0 | 0 | 1 | 0 | 3.8 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Passenger Fatalities | 3 | 5 | 8 | 6 | 4 | 5 | 100.0 |

**Charles County
 Passenger Gender**

| | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|-------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Passenger Gender | | | | | | | |
| Male | 844 | 753 | 1,014 | 1,024 | 949 | 917 | 48.1 |
| Female | 885 | 841 | 1,055 | 1,075 | 1,057 | 983 | 51.6 |
| Unknown | 6 | 6 | 6 | 7 | 8 | 7 | 0.3 |
| Total Passengers | 1,735 | 1,600 | 2,075 | 2,106 | 2,014 | 1,906 | 100.0 |

| | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|---------------------------|------------|------------|------------|------------|------------|------------|--------------|
| Passenger Gender | | | | | | | |
| Male | 161 | 142 | 182 | 153 | 136 | 155 | 41.8 |
| Female | 199 | 221 | 204 | 241 | 212 | 215 | 58.1 |
| Unknown | 1 | 0 | 1 | 0 | 0 | 0 | 0.1 |
| Passenger Injuries | 361 | 363 | 387 | 394 | 348 | 371 | 100.0 |

| | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|-----------------------------|----------|----------|----------|----------|----------|----------|--------------|
| Passenger Gender | | | | | | | |
| Male | 1 | 1 | 5 | 3 | 1 | 2 | 42.3 |
| Female | 2 | 4 | 3 | 3 | 3 | 3 | 57.7 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Passenger Fatalities | 3 | 5 | 8 | 6 | 4 | 5 | 100.0 |

Charles County

Passenger Safety Equipment Use

| Safety Equipment | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|-------------------------|--------------|--------------|--------------|--------------|----------|--------------|--------------|
| Not Applicable | 191 | 73 | 202 | 96 | 157 | 144 | 9.6 |
| None | 363 | 98 | 338 | 235 | 113 | 229 | 15.3 |
| Lap belt only | 11 | 21 | 11 | 26 | 12 | 16 | 1.1 |
| Shoulder belt only | 4 | 5 | 4 | 11 | 3 | 5 | 0.4 |
| Shoulder/Lap belt(s) | 927 | 1,112 | 1,179 | 1,224 | 1,192 | 1,127 | 75.0 |
| Child/Youth restraint | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint forward | 130 | 155 | 127 | 162 | 135 | 142 | 9.4 |
| Child restraint rear | 39 | 34 | 56 | 65 | 55 | 50 | 3.3 |
| Booster seat | 26 | 36 | 34 | 46 | 31 | 35 | 2.3 |
| Child restraint unk. | 13 | 16 | 17 | 14 | 13 | 15 | 1.0 |
| Mc/Bike helmet | 3 | 2 | 0 | 1 | 1 | 1 | 0.1 |
| Mc/bike shield only | 0 | 0 | 0 | 0 | 1 | 0 | 0.0 |
| Mc/bike helmet & shield | 0 | 1 | 0 | 1 | 2 | 1 | 0.1 |
| Protective pads | 0 | 0 | 20 | 136 | 208 | 73 | 4.8 |
| Reflective clothing | 0 | 0 | 0 | 1 | 0 | 0 | 0.0 |
| Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Air bag only | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Air bag and belts | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Other | 2 | 5 | 2 | 6 | 5 | 4 | 0.3 |
| Unknown | 26 | 42 | 85 | 82 | 86 | 64 | 4.3 |
| Total Passengers | 1,735 | 1,600 | 2,075 | 2,106 | 0 | 1,503 | 100.0 |

| Safety Equipment | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|---------------------------|------------|------------|------------|------------|------------|------------|--------------|
| Not Applicable | 15 | 5 | 12 | 4 | 7 | 9 | 2.3 |
| None | 24 | 25 | 33 | 35 | 21 | 28 | 7.4 |
| Lap belt only | 4 | 1 | 1 | 7 | 1 | 3 | 0.8 |
| Shoulder belt only | 2 | 1 | 0 | 1 | 0 | 1 | 0.2 |
| Shoulder/Lap belt(s) | 258 | 268 | 271 | 262 | 239 | 260 | 70.0 |
| Child/Youth restraint | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint forward | 29 | 27 | 17 | 25 | 25 | 25 | 6.6 |
| Child restraint rear | 12 | 10 | 12 | 18 | 13 | 13 | 3.5 |
| Booster seat | 6 | 11 | 12 | 14 | 6 | 10 | 2.6 |
| Child restraint unk. | 2 | 6 | 1 | 3 | 3 | 3 | 0.8 |
| Mc/Bike helmet | 2 | 1 | 0 | 1 | 1 | 1 | 0.3 |
| Mc/bike shield only | 0 | 0 | 0 | 0 | 1 | 0 | 0.1 |
| Mc/bike helmet & shield | 0 | 1 | 0 | 1 | 2 | 1 | 0.2 |
| Protective pads | 0 | 0 | 3 | 13 | 13 | 6 | 1.6 |
| Reflective clothing | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Air bag only | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Air bag and belts | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Other | 0 | 0 | 0 | 0 | 2 | 0 | 0.1 |
| Unknown | 7 | 7 | 25 | 10 | 14 | 13 | 3.4 |
| Passenger Injuries | 361 | 363 | 387 | 394 | 348 | 371 | 100.0 |

| Safety Equipment | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|-----------------------------|----------|----------|----------|----------|----------|----------|--------------|
| Not Applicable | 1 | 0 | 0 | 0 | 0 | 0 | 3.8 |
| None | 0 | 0 | 1 | 2 | 1 | 1 | 15.4 |
| Lap belt only | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Shoulder belt only | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Shoulder/Lap belt(s) | 1 | 3 | 3 | 3 | 3 | 3 | 50.0 |
| Child/Youth restraint | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint forward | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint rear | 0 | 0 | 0 | 1 | 0 | 0 | 3.8 |
| Booster seat | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint unk. | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Mc/Bike helmet | 1 | 0 | 0 | 0 | 0 | 0 | 3.8 |
| Mc/bike shield only | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Mc/bike helmet & shield | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Protective pads | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Reflective clothing | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Air bag only | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Air bag and belts | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Other | 0 | 1 | 0 | 0 | 0 | 0 | 3.8 |
| Unknown | 0 | 1 | 4 | 0 | 0 | 1 | 19.2 |
| Passenger Fatalities | 3 | 5 | 8 | 6 | 4 | 5 | 100.0 |

Note: None & Air Bag are counted as no safety equipment in use.

**Charles County
 Pedestrian Age**

| Ped. Age | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Under 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0.5 |
| 5 - 9 | 2 | 3 | 3 | 4 | 2 | 3 | 3.8 |
| 10 - 15 | 7 | 4 | 3 | 4 | 7 | 5 | 6.8 |
| 16 - 17 | 4 | 3 | 4 | 4 | 1 | 3 | 4.4 |
| 18 - 19 | 1 | 5 | 2 | 2 | 3 | 3 | 3.6 |
| 20 - 24 | 12 | 8 | 10 | 4 | 5 | 8 | 10.7 |
| 25 - 29 | 6 | 3 | 7 | 7 | 7 | 6 | 8.2 |
| 30 - 34 | 3 | 7 | 5 | 5 | 7 | 5 | 7.4 |
| 35 - 39 | 2 | 9 | 6 | 4 | 3 | 5 | 6.6 |
| 40 - 44 | 0 | 7 | 10 | 6 | 5 | 6 | 7.7 |
| 45 - 49 | 1 | 6 | 7 | 9 | 8 | 6 | 8.5 |
| 50 - 54 | 5 | 6 | 11 | 3 | 6 | 6 | 8.5 |
| 55 - 59 | 5 | 2 | 8 | 9 | 7 | 6 | 8.5 |
| 60 - 64 | 6 | 3 | 2 | 7 | 5 | 5 | 6.3 |
| 65 - 69 | 0 | 1 | 2 | 2 | 2 | 1 | 1.9 |
| 70 - 79 | 0 | 5 | 3 | 3 | 2 | 3 | 3.6 |
| 80 + | 5 | 0 | 1 | 3 | 2 | 2 | 3.0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Total Peds. | 59 | 72 | 84 | 76 | 74 | 73 | 100.0 |

| Ped. Age | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Under 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0.4 |
| 5 - 9 | 2 | 2 | 3 | 3 | 2 | 2 | 4.4 |
| 10 - 15 | 7 | 2 | 3 | 2 | 7 | 4 | 7.7 |
| 16 - 17 | 3 | 3 | 3 | 4 | 0 | 3 | 4.8 |
| 18 - 19 | 1 | 5 | 2 | 1 | 2 | 2 | 4.1 |
| 20 - 24 | 11 | 8 | 8 | 3 | 5 | 7 | 12.9 |
| 25 - 29 | 5 | 3 | 6 | 5 | 6 | 5 | 9.2 |
| 30 - 34 | 2 | 7 | 3 | 4 | 3 | 4 | 7.0 |
| 35 - 39 | 2 | 6 | 3 | 2 | 2 | 3 | 5.5 |
| 40 - 44 | 0 | 5 | 6 | 5 | 3 | 4 | 7.0 |
| 45 - 49 | 1 | 4 | 4 | 6 | 5 | 4 | 7.4 |
| 50 - 54 | 4 | 3 | 8 | 1 | 5 | 4 | 7.7 |
| 55 - 59 | 3 | 2 | 5 | 6 | 5 | 4 | 7.7 |
| 60 - 64 | 5 | 2 | 2 | 5 | 5 | 4 | 7.0 |
| 65 - 69 | 0 | 1 | 1 | 1 | 2 | 1 | 1.8 |
| 70 - 79 | 0 | 3 | 3 | 2 | 1 | 2 | 3.3 |
| 80 + | 3 | 0 | 0 | 2 | 0 | 1 | 1.8 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Injured Peds. | 49 | 56 | 60 | 52 | 54 | 54 | 100.0 |

| Ped. Age | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|------------------------|----------|----------|----------|----------|----------|----------|--------------|
| Under 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 5 - 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 10 - 15 | 0 | 2 | 0 | 0 | 0 | 0 | 9.1 |
| 16 - 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 18 - 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 20 - 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 25 - 29 | 0 | 0 | 1 | 0 | 1 | 0 | 9.1 |
| 30 - 34 | 0 | 0 | 0 | 1 | 2 | 1 | 13.6 |
| 35 - 39 | 0 | 2 | 2 | 1 | 0 | 1 | 22.7 |
| 40 - 44 | 0 | 1 | 0 | 0 | 0 | 0 | 4.5 |
| 45 - 49 | 0 | 1 | 0 | 0 | 0 | 0 | 4.5 |
| 50 - 54 | 1 | 1 | 1 | 0 | 0 | 1 | 13.6 |
| 55 - 59 | 0 | 0 | 3 | 0 | 0 | 1 | 13.6 |
| 60 - 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 65 - 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 70 - 79 | 0 | 0 | 0 | 1 | 0 | 0 | 4.5 |
| 80 + | 0 | 0 | 0 | 0 | 1 | 0 | 4.5 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Ped. Fatalities | 1 | 7 | 7 | 3 | 4 | 4 | 100.0 |

**Charles County
 Pedestrian Gender**

| Ped. Gender | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Male | 41 | 49 | 52 | 47 | 52 | 48 | 66.0 |
| Female | 17 | 23 | 30 | 27 | 21 | 24 | 32.3 |
| Unknown | 1 | 0 | 2 | 2 | 1 | 1 | 1.6 |
| Total Peds. | 59 | 72 | 84 | 76 | 74 | 73 | 100.0 |

| Ped. Gender | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Male | 35 | 37 | 37 | 33 | 37 | 36 | 66.1 |
| Female | 14 | 19 | 23 | 18 | 16 | 18 | 33.2 |
| Unknown | 0 | 0 | 0 | 1 | 1 | 0 | 0.7 |
| Ped. Injuries | 49 | 56 | 60 | 52 | 54 | 54 | 100.0 |

| Ped. Gender | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|------------------------|----------|----------|----------|----------|----------|----------|--------------|
| Male | 1 | 5 | 6 | 3 | 4 | 4 | 86.4 |
| Female | 0 | 2 | 1 | 0 | 0 | 1 | 13.6 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Ped. Fatalities | 1 | 7 | 7 | 3 | 4 | 4 | 100.0 |

**Charles County
 Pedestrian Location**

| Ped. Location | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|---------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Not App. | 4 | 6 | 2 | 10 | 2 | 5 | 6.6 |
| Shoulder | 5 | 4 | 14 | 7 | 3 | 7 | 9.0 |
| Curb | 2 | 0 | 3 | 2 | 2 | 2 | 2.5 |
| Sidewalk | 2 | 0 | 2 | 0 | 2 | 1 | 1.6 |
| Outside Right of Way | 3 | 2 | 4 | 2 | 4 | 3 | 4.1 |
| On Rd. at Crosswalk | 3 | 10 | 2 | 6 | 3 | 5 | 6.6 |
| On Rd. Not at Cross. | 22 | 26 | 27 | 24 | 33 | 26 | 36.2 |
| In School Bus Zone | 0 | 0 | 0 | 2 | 0 | 0 | 0.5 |
| In Bikeway | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| At Inter Marked Crosswalk | 1 | 1 | 0 | 0 | 3 | 1 | 1.4 |
| At Inter No Crosswalk | 2 | 1 | 4 | 1 | 4 | 2 | 3.3 |
| Driveway Access | 1 | 2 | 0 | 0 | 0 | 1 | 0.8 |
| Median | 0 | 1 | 0 | 0 | 0 | 0 | 0.3 |
| Island | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Shared Use Path or Trail | 2 | 0 | 0 | 0 | 0 | 0 | 0.5 |
| Inside Building | 1 | 0 | 6 | 10 | 4 | 4 | 5.8 |
| Midblock Marked Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Other/Unk. | 11 | 19 | 20 | 12 | 14 | 15 | 20.8 |
| Total Peds. | 59 | 72 | 84 | 76 | 74 | 73 | 100.0 |

| Ped. Location | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|---------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Not App. | 0 | 4 | 0 | 4 | 0 | 2 | 3.0 |
| Shoulder | 4 | 3 | 9 | 6 | 3 | 5 | 9.2 |
| Curb | 2 | 0 | 0 | 1 | 2 | 1 | 1.8 |
| Sidewalk | 1 | 0 | 1 | 0 | 2 | 1 | 1.5 |
| Outside Right of Way | 3 | 2 | 3 | 1 | 3 | 2 | 4.4 |
| On Rd. at Crosswalk | 3 | 8 | 1 | 6 | 3 | 4 | 7.7 |
| On Rd. Not at Cross. | 20 | 20 | 21 | 18 | 24 | 21 | 38.0 |
| In School Bus Zone | 0 | 0 | 0 | 2 | 0 | 0 | 0.7 |
| In Bikeway | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Inter Marked Crosswalk | 1 | 1 | 0 | 0 | 2 | 1 | 1.5 |
| At Inters No Crosswalk | 2 | 1 | 4 | 1 | 4 | 2 | 4.4 |
| Driveway Access | 1 | 2 | 0 | 0 | 0 | 1 | 1.1 |
| Median | 0 | 1 | 0 | 0 | 0 | 0 | 0.4 |
| Island | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Shared Use Path or Trail | 2 | 0 | 0 | 0 | 0 | 0 | 0.7 |
| Inside Building | 1 | 0 | 1 | 4 | 0 | 1 | 2.2 |
| Midblock Marked Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Other/Unk. | 9 | 14 | 20 | 9 | 11 | 13 | 23.2 |
| Injured Peds. | 49 | 56 | 60 | 52 | 54 | 54 | 100.0 |

| Ped. Location | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|---------------------------|----------|----------|----------|----------|----------|----------|--------------|
| Not App. | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Shoulder | 0 | 0 | 2 | 0 | 0 | 0 | 9.1 |
| Curb | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Sidewalk | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Outside Right of Way | 0 | 0 | 1 | 0 | 1 | 0 | 9.1 |
| On Rd. at Crosswalk | 0 | 2 | 0 | 0 | 0 | 0 | 9.1 |
| On Rd. Not at Cross. | 1 | 3 | 4 | 3 | 3 | 3 | 63.6 |
| In School Bus Zone | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| In Bikeway | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Inters Marked Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| At Inters No Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Driveway Access | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Median | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Island | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Shared Use Path or Trail | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Inside Building | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Midblock Marked Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Other/Unk. | 0 | 2 | 0 | 0 | 0 | 0 | 9.1 |
| Ped. Fatalities | 1 | 7 | 7 | 3 | 4 | 4 | 100.0 |

**Charles County
 Pedestrian Movement**

| Ped. Movement | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Cross. at Intersection | 8 | 14 | 5 | 13 | 7 | 9 | 12.9 |
| Cross. Not at Inter. | 12 | 19 | 13 | 11 | 22 | 15 | 21.1 |
| Walk/Ride with Traff. | 7 | 7 | 16 | 5 | 11 | 9 | 12.6 |
| Walk/Ride against Tra. | 2 | 3 | 6 | 4 | 4 | 4 | 5.2 |
| Playing | 1 | 2 | 0 | 2 | 1 | 1 | 1.6 |
| Standing | 8 | 7 | 17 | 8 | 3 | 9 | 11.8 |
| Getting On/Off Veh. | 2 | 1 | 0 | 2 | 0 | 1 | 1.4 |
| Push/Work on Veh. | 0 | 0 | 5 | 2 | 1 | 2 | 2.2 |
| Other Working | 1 | 1 | 3 | 1 | 1 | 1 | 1.9 |
| Hitchhiking | 0 | 0 | 0 | 1 | 0 | 0 | 0.3 |
| On / Off School Bus | 0 | 0 | 0 | 1 | 0 | 0 | 0.3 |
| Walking to from school | 0 | 1 | 0 | 0 | 1 | 0 | 0.5 |
| Walking cycling on sidewalk | 2 | 0 | 0 | 0 | 1 | 1 | 0.8 |
| Other / Unknown | 16 | 17 | 19 | 26 | 22 | 20 | 27.4 |
| Total Pedestrians | 59 | 72 | 84 | 76 | 74 | 73 | 100.0 |

| Ped. Movement | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Cross. at Intersection | 8 | 11 | 5 | 11 | 5 | 8 | 14.8 |
| Cross. Not at Inter. | 11 | 16 | 12 | 9 | 19 | 13 | 24.7 |
| Walk/Ride with Traff. | 6 | 4 | 13 | 4 | 9 | 7 | 13.3 |
| Walk/Ride against Tra. | 1 | 3 | 5 | 2 | 3 | 3 | 5.2 |
| Playing | 1 | 2 | 0 | 2 | 1 | 1 | 2.2 |
| Standing | 7 | 7 | 11 | 8 | 2 | 7 | 12.9 |
| Getting On/Off Veh. | 2 | 1 | 0 | 2 | 0 | 1 | 1.8 |
| Push/Work on Veh. | 0 | 0 | 4 | 1 | 1 | 1 | 2.2 |
| Other Working | 1 | 1 | 1 | 0 | 1 | 1 | 1.5 |
| Hitchhiking | 0 | 0 | 0 | 1 | 0 | 0 | 0.4 |
| On / Off School Bus | 0 | 0 | 0 | 1 | 0 | 0 | 0.4 |
| Walking to from school | 0 | 0 | 0 | 0 | 1 | 0 | 0.4 |
| Walking cycling on sidewalk | 2 | 0 | 0 | 0 | 1 | 1 | 1.1 |
| Other / Unknown | 10 | 11 | 9 | 11 | 11 | 10 | 19.2 |
| Injured Peds. | 49 | 56 | 60 | 52 | 54 | 54 | 100.0 |

| Ped. Movement | 2015 | 2016 | 2017 | 2018 | 2019 | AVG. | % |
|-----------------------------|----------|----------|----------|----------|----------|----------|--------------|
| Cross. at Intersection | 0 | 2 | 0 | 0 | 0 | 0 | 9.1 |
| Cross. Not at Inter. | 0 | 2 | 1 | 0 | 1 | 1 | 18.2 |
| Walk/Ride with Traff. | 0 | 2 | 2 | 1 | 1 | 1 | 27.3 |
| Walk/Ride against Tra. | 1 | 0 | 0 | 1 | 0 | 0 | 9.1 |
| Playing | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Standing | 0 | 0 | 1 | 0 | 0 | 0 | 4.5 |
| Getting On/Off Veh. | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Push/Work on Veh. | 0 | 0 | 1 | 0 | 0 | 0 | 4.5 |
| Other Working | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Hitchhiking | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| On / Off School Bus | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Walking to from school | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Walking cycling on sidewalk | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Other / Unknown | 0 | 1 | 2 | 1 | 2 | 1 | 27.3 |
| Ped. Fatalities | 1 | 7 | 7 | 3 | 4 | 4 | 100.0 |