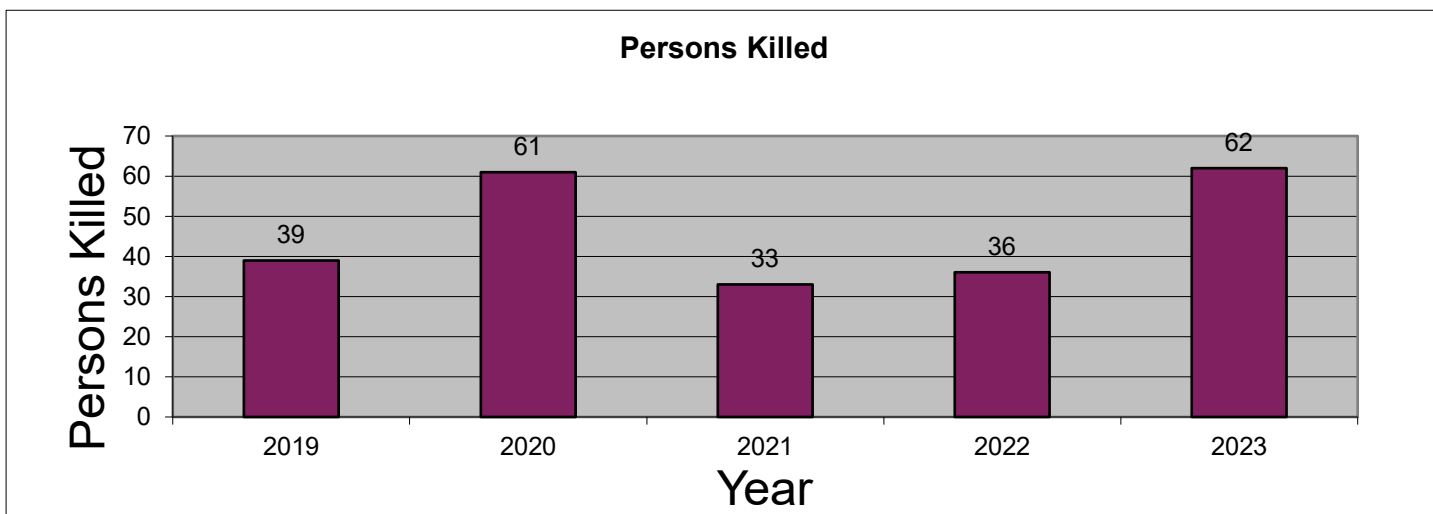
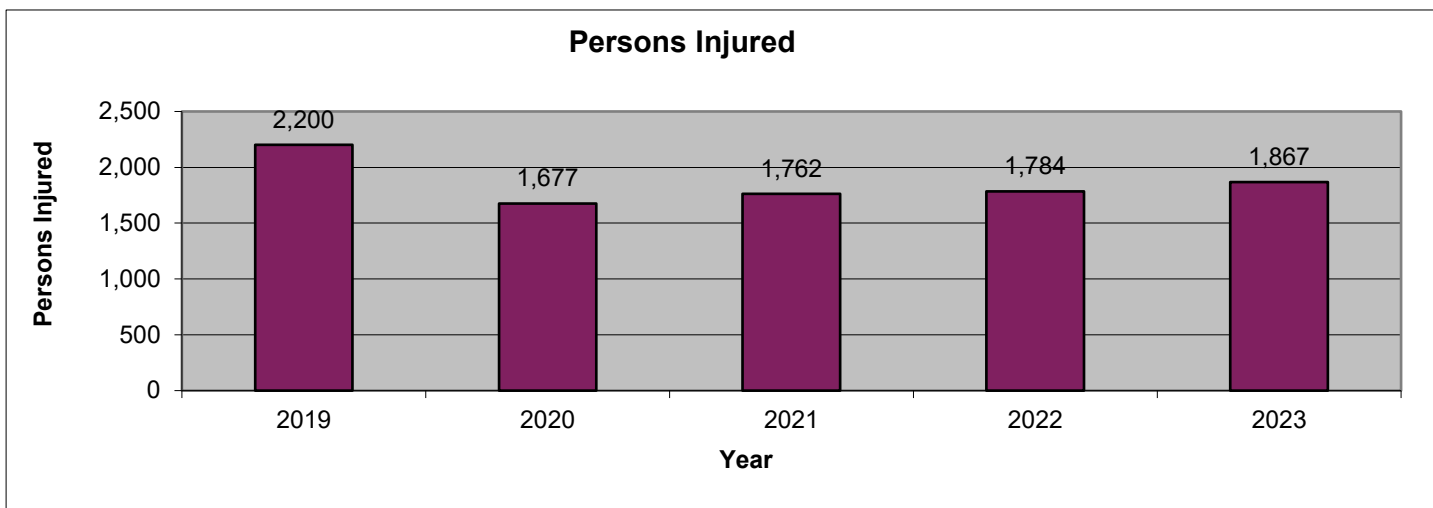
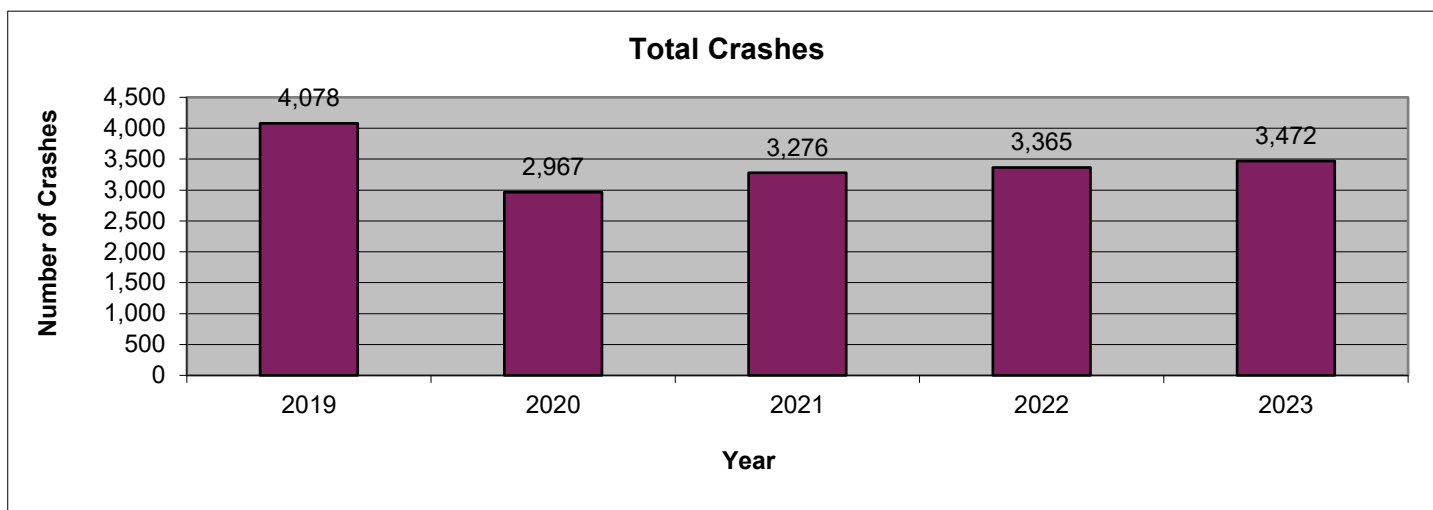


Aggressive Driver Involved Crash Summary

| | 2019 | 2020 | 2021 | 2022 | 2023 | 5 Year AVG. | % |
|-------------------------|-------|-------|-------|-------|-------|----------------|-------|
| Fatal Crashes | 37 | 55 | 32 | 33 | 55 | 42 | 1.2 |
| Injury Crashes | 1,387 | 1,027 | 1,109 | 1,106 | 1,130 | 1,152 | 33.6 |
| Property Damage Crashes | 2,654 | 1,885 | 2,135 | 2,226 | 2,287 | 2,237 | 65.2 |
| Total Crashes | 4,078 | 2,967 | 3,276 | 3,365 | 3,472 | 3,432 | 100.0 |
| Total of All Fatalities | 39 | 61 | 33 | 36 | 62 | 46 | |
| Total Number Injured | 2,200 | 1,677 | 1,762 | 1,784 | 1,867 | 1,858 | |



2023 is subject to change. Data are based on reports provided by the Maryland State Police Central Records Division (CRD). 2023 crash reports submitted to CRD during calendar year 2024 (up to Dec. 31, 2024) will be accepted in the database; however, based on an analysis of previous reporting years, nearly all crash reports completed by local agencies have been submitted and processed by this time of year. Revised summary reports may be produced after an analysis is completed on crash reports submitted, or revised, between the run date of this report and Dec. 31, 2024.

Aggressive Driver Involved Route Type

| Route Type | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| IS | 1,197 | 702 | 794 | 801 | 842 | 867 | 25.3 |
| US | 437 | 291 | 354 | 344 | 364 | 358 | 10.4 |
| MD | 1,337 | 1,040 | 1,077 | 1,192 | 1,153 | 1,160 | 33.8 |
| CO | 731 | 603 | 651 | 644 | 647 | 655 | 19.1 |
| MU | 171 | 133 | 158 | 144 | 147 | 151 | 4.4 |
| GV | 2 | 2 | 3 | 1 | 4 | 2 | 0.1 |
| SR | 3 | 0 | 0 | 3 | 2 | 2 | 0.0 |
| OP | 12 | 14 | 9 | 11 | 11 | 11 | 0.3 |
| Balto. City CY | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Parking Lots | 48 | 35 | 51 | 37 | 48 | 44 | 1.3 |
| Unknown | 140 | 147 | 179 | 188 | 254 | 182 | 5.3 |
| Total Crashes | 4,078 | 2,967 | 3,276 | 3,365 | 3,472 | 3,432 | 100.0 |

| Route Type | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| IS | 306 | 197 | 203 | 187 | 206 | 220 | 19.1 |
| US | 161 | 95 | 108 | 120 | 132 | 123 | 10.7 |
| MD | 495 | 383 | 425 | 433 | 418 | 431 | 37.4 |
| CO | 292 | 232 | 239 | 224 | 217 | 241 | 20.9 |
| MU | 71 | 52 | 46 | 55 | 53 | 55 | 4.8 |
| GV | 1 | 2 | 0 | 1 | 0 | 1 | 0.1 |
| SR | 1 | 0 | 0 | 1 | 1 | 1 | 0.1 |
| OP | 4 | 5 | 4 | 4 | 4 | 4 | 0.4 |
| Balto. City CY | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Parking Lots | 10 | 8 | 12 | 8 | 10 | 10 | 0.8 |
| Unknown | 46 | 53 | 72 | 73 | 89 | 67 | 5.8 |
| Injury Crashes | 1,387 | 1,027 | 1,109 | 1,106 | 1,130 | 1,152 | 100.0 |

| Route Type | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| IS | 5 | 3 | 4 | 2 | 9 | 5 | 10.8 |
| US | 7 | 6 | 4 | 6 | 9 | 6 | 15.1 |
| MD | 12 | 25 | 11 | 12 | 19 | 16 | 37.3 |
| CO | 9 | 14 | 9 | 9 | 10 | 10 | 24.1 |
| MU | 2 | 5 | 3 | 3 | 3 | 3 | 7.5 |
| GV | 0 | 0 | 0 | 0 | 3 | 1 | 1.4 |
| 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 | 2 | 2 | 1 | 1 | 2 | 2 | 3.8 |
| Fatal Crashes | 37 | 55 | 32 | 33 | 55 | 42 | 100.0 |

Aggressive Driver Involved
County

| County | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Allegany | 24 | 21 | 18 | 20 | 14 | 19 | 0.6 |
| Anne Arundel | 533 | 362 | 418 | 497 | 502 | 462 | 13.5 |
| Baltimore | 611 | 423 | 460 | 519 | 477 | 498 | 14.5 |
| Calvert | 35 | 21 | 29 | 36 | 23 | 29 | 0.8 |
| Caroline | 6 | 8 | 9 | 14 | 10 | 9 | 0.3 |
| Carroll | 72 | 74 | 71 | 100 | 73 | 78 | 2.3 |
| Cecil | 48 | 54 | 47 | 47 | 39 | 47 | 1.4 |
| Charles | 83 | 76 | 101 | 100 | 96 | 91 | 2.7 |
| Dorchester | 14 | 13 | 9 | 16 | 18 | 14 | 0.4 |
| Frederick | 187 | 112 | 110 | 117 | 116 | 128 | 3.7 |
| Garrett | 13 | 11 | 15 | 10 | 13 | 12 | 0.4 |
| Harford | 150 | 106 | 98 | 119 | 103 | 115 | 3.4 |
| Howard | 275 | 172 | 207 | 193 | 169 | 203 | 5.9 |
| Kent | 5 | 8 | 6 | 3 | 1 | 5 | 0.1 |
| Montgomery | 605 | 397 | 488 | 450 | 489 | 486 | 14.2 |
| Prince George's | 835 | 613 | 645 | 633 | 789 | 703 | 20.5 |
| Queen Anne's | 21 | 20 | 22 | 20 | 22 | 21 | 0.6 |
| St. Mary's | 66 | 59 | 52 | 38 | 37 | 50 | 1.5 |
| Somerset | 9 | 9 | 7 | 3 | 8 | 7 | 0.2 |
| Talbot | 10 | 15 | 15 | 10 | 10 | 12 | 0.3 |
| Washington | 144 | 91 | 137 | 110 | 126 | 122 | 3.5 |
| Wicomico | 60 | 53 | 71 | 60 | 55 | 60 | 1.7 |
| Worcester | 49 | 49 | 45 | 61 | 51 | 51 | 1.5 |
| Baltimore City | 223 | 200 | 196 | 189 | 231 | 208 | 6.1 |
| Total Crashes | 4,078 | 2,967 | 3,276 | 3,365 | 3,472 | 3,432 | 100.0 |

| County | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Allegany | 11 | 8 | 5 | 5 | 9 | 8 | 0.7 |
| Anne Arundel | 185 | 126 | 161 | 177 | 183 | 166 | 14.4 |
| Baltimore | 202 | 171 | 182 | 158 | 154 | 173 | 15.1 |
| Calvert | 13 | 6 | 9 | 12 | 6 | 9 | 0.8 |
| Caroline | 3 | 4 | 3 | 10 | 6 | 5 | 0.5 |
| Carroll | 22 | 25 | 19 | 32 | 17 | 23 | 2.0 |
| Cecil | 14 | 19 | 17 | 18 | 10 | 16 | 1.4 |
| Charles | 36 | 35 | 38 | 36 | 36 | 36 | 3.1 |
| Dorchester | 11 | 7 | 4 | 4 | 7 | 7 | 0.6 |
| Frederick | 65 | 35 | 35 | 39 | 36 | 42 | 3.6 |
| Garrett | 5 | 6 | 5 | 7 | 4 | 5 | 0.5 |
| Harford | 47 | 27 | 36 | 39 | 39 | 38 | 3.3 |
| Howard | 61 | 37 | 49 | 59 | 34 | 48 | 4.2 |
| Kent | 3 | 2 | 2 | 1 | 0 | 2 | 0.1 |
| Montgomery | 225 | 151 | 168 | 146 | 180 | 174 | 15.1 |
| Prince George's | 251 | 160 | 171 | 170 | 202 | 191 | 16.6 |
| Queen Anne's | 9 | 7 | 9 | 5 | 6 | 7 | 0.6 |
| St. Mary's | 21 | 29 | 30 | 19 | 16 | 23 | 2.0 |
| Somerset | 3 | 3 | 2 | 0 | 7 | 3 | 0.3 |
| Talbot | 6 | 5 | 5 | 5 | 3 | 5 | 0.4 |
| Washington | 63 | 30 | 45 | 31 | 41 | 42 | 3.6 |
| Wicomico | 27 | 30 | 26 | 28 | 25 | 27 | 2.4 |
| Worcester | 17 | 21 | 15 | 25 | 14 | 18 | 1.6 |
| Baltimore City | 87 | 83 | 73 | 80 | 95 | 84 | 7.3 |
| Injury Crashes | 1,387 | 1,027 | 1,109 | 1,106 | 1,130 | 1,152 | 100.0 |

| County | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Allegany | 0 | 1 | 0 | 0 | 0 | 0 | 0.5 |
| Anne Arundel | 6 | 8 | 3 | 3 | 3 | 5 | 10.8 |
| Baltimore | 6 | 7 | 3 | 8 | 8 | 6 | 15.1 |
| Calvert | 1 | 1 | 0 | 1 | 0 | 1 | 1.4 |
| Caroline | 1 | 0 | 0 | 1 | 1 | 1 | 1.4 |
| Carroll | 1 | 1 | 0 | 0 | 0 | 0 | 0.9 |
| Cecil | 1 | 2 | 0 | 2 | 3 | 2 | 3.8 |
| Charles | 1 | 3 | 2 | 2 | 0 | 2 | 3.8 |
| Dorchester | 0 | 0 | 0 | 1 | 0 | 0 | 0.5 |
| Frederick | 3 | 1 | 0 | 1 | 4 | 2 | 4.2 |
| Garrett | 1 | 0 | 2 | 0 | 0 | 1 | 1.4 |
| Harford | 1 | 1 | 2 | 0 | 1 | 1 | 2.4 |
| Howard | 0 | 2 | 3 | 2 | 2 | 2 | 4.2 |
| Kent | 0 | 1 | 1 | 0 | 0 | 0 | 0.9 |
| Montgomery | 1 | 3 | 0 | 2 | 4 | 2 | 4.7 |
| Prince George's | 6 | 10 | 7 | 3 | 17 | 9 | 20.3 |
| Queen Anne's | 0 | 1 | 0 | 0 | 2 | 1 | 1.4 |
| St. Mary's | 1 | 1 | 1 | 0 | 0 | 1 | 1.4 |
| Somerset | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Talbot | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Washington | 2 | 1 | 0 | 2 | 2 | 1 | 3.3 |
| Wicomico | 2 | 1 | 2 | 1 | 0 | 1 | 2.8 |
| Worcester | 1 | 1 | 0 | 2 | 1 | 1 | 2.4 |
| Baltimore City | 2 | 9 | 6 | 2 | 7 | 5 | 12.3 |
| Fatal Crashes | 37 | 55 | 32 | 33 | 55 | 42 | 100.0 |

Aggressive Driver Involved Month

| Month | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| January | 316 | 264 | 200 | 219 | 274 | 255 | 7.4 |
| February | 321 | 290 | 198 | 265 | 229 | 261 | 7.6 |
| March | 340 | 231 | 226 | 284 | 270 | 270 | 7.9 |
| April | 281 | 142 | 254 | 247 | 263 | 237 | 6.9 |
| May | 360 | 186 | 298 | 289 | 315 | 290 | 8.4 |
| June | 367 | 203 | 304 | 265 | 283 | 284 | 8.3 |
| July | 342 | 301 | 285 | 255 | 251 | 287 | 8.4 |
| August | 353 | 273 | 326 | 285 | 305 | 308 | 9.0 |
| September | 330 | 272 | 291 | 297 | 326 | 303 | 8.8 |
| October | 345 | 288 | 293 | 335 | 326 | 317 | 9.2 |
| November | 349 | 236 | 305 | 303 | 303 | 299 | 8.7 |
| December | 374 | 281 | 296 | 321 | 327 | 320 | 9.3 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Total Crashes | 4,078 | 2,967 | 3,276 | 3,365 | 3,472 | 3,432 | 100.0 |

| Month | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| January | 102 | 85 | 53 | 52 | 90 | 76 | 6.6 |
| February | 101 | 94 | 65 | 86 | 73 | 84 | 7.3 |
| March | 109 | 81 | 82 | 93 | 86 | 90 | 7.8 |
| April | 90 | 45 | 86 | 92 | 76 | 78 | 6.8 |
| May | 109 | 74 | 84 | 107 | 104 | 96 | 8.3 |
| June | 141 | 88 | 123 | 98 | 83 | 107 | 9.3 |
| July | 122 | 111 | 108 | 86 | 95 | 104 | 9.1 |
| August | 128 | 93 | 110 | 92 | 104 | 105 | 9.2 |
| September | 130 | 77 | 114 | 103 | 113 | 107 | 9.3 |
| October | 125 | 97 | 99 | 97 | 98 | 103 | 9.0 |
| November | 112 | 73 | 93 | 99 | 94 | 94 | 8.2 |
| December | 118 | 109 | 92 | 101 | 114 | 107 | 9.3 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Injury Crashes | 1,387 | 1,027 | 1,109 | 1,106 | 1,130 | 1,152 | 100.0 |

| Month | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| January | 0 | 0 | 2 | 1 | 3 | 1 | 2.8 |
| February | 4 | 4 | 0 | 0 | 3 | 2 | 5.2 |
| March | 6 | 4 | 0 | 3 | 2 | 3 | 7.1 |
| April | 3 | 3 | 0 | 0 | 4 | 2 | 4.7 |
| May | 5 | 5 | 2 | 5 | 4 | 4 | 9.9 |
| June | 0 | 5 | 4 | 2 | 7 | 4 | 8.5 |
| July | 4 | 6 | 4 | 3 | 3 | 4 | 9.4 |
| August | 4 | 8 | 4 | 4 | 5 | 5 | 11.8 |
| September | 2 | 9 | 2 | 3 | 7 | 5 | 10.8 |
| October | 2 | 4 | 6 | 6 | 7 | 5 | 11.8 |
| November | 4 | 3 | 4 | 4 | 4 | 4 | 9.0 |
| December | 3 | 4 | 4 | 2 | 6 | 4 | 9.0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Fatal Crashes | 37 | 55 | 32 | 33 | 55 | 42 | 100.0 |

July 8, 2024

Aggressive Driver Involved
Day of Week

| Day of Week | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Monday | 577 | 400 | 459 | 466 | 453 | 471 | 13.7 |
| Tuesday | 659 | 390 | 467 | 513 | 480 | 502 | 14.6 |
| Wednesday | 597 | 429 | 444 | 480 | 498 | 490 | 14.3 |
| Thursday | 652 | 451 | 492 | 462 | 495 | 510 | 14.9 |
| Friday | 677 | 539 | 571 | 563 | 588 | 588 | 17.1 |
| Saturday | 509 | 419 | 439 | 484 | 504 | 471 | 13.7 |
| Sunday | 407 | 339 | 404 | 397 | 454 | 400 | 11.7 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Total Crashes | 4,078 | 2,967 | 3,276 | 3,365 | 3,472 | 3,432 | 100.0 |

| Day of Week | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Monday | 206 | 135 | 150 | 162 | 173 | 165 | 14.3 |
| Tuesday | 219 | 135 | 189 | 169 | 152 | 173 | 15.0 |
| Wednesday | 190 | 147 | 157 | 160 | 149 | 161 | 13.9 |
| Thursday | 218 | 161 | 157 | 129 | 158 | 165 | 14.3 |
| Friday | 246 | 170 | 193 | 192 | 175 | 195 | 16.9 |
| Saturday | 182 | 158 | 142 | 147 | 179 | 162 | 14.0 |
| Sunday | 126 | 121 | 121 | 147 | 144 | 132 | 11.4 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Injury Crashes | 1,387 | 1,027 | 1,109 | 1,106 | 1,130 | 1,152 | 100.0 |

| Day of Week | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Monday | 8 | 11 | 5 | 4 | 7 | 7 | 16.5 |
| Tuesday | 4 | 8 | 3 | 0 | 9 | 5 | 11.3 |
| Wednesday | 2 | 9 | 1 | 3 | 10 | 5 | 11.8 |
| Thursday | 0 | 2 | 8 | 4 | 4 | 4 | 8.5 |
| Friday | 7 | 7 | 4 | 2 | 10 | 6 | 14.2 |
| Saturday | 8 | 12 | 5 | 14 | 7 | 9 | 21.7 |
| Sunday | 8 | 6 | 6 | 6 | 8 | 7 | 16.0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Fatal Crashes | 37 | 55 | 32 | 33 | 55 | 42 | 100.0 |

Aggressive Driver Involved
Time of Day

| Time of Day | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 12:00 Midnight | 58 | 49 | 64 | 49 | 72 | 58 | 1.7 |
| 1:00 | 49 | 47 | 39 | 57 | 53 | 49 | 1.4 |
| 2:00 | 41 | 34 | 53 | 45 | 62 | 47 | 1.4 |
| 3:00 | 26 | 34 | 33 | 35 | 42 | 34 | 1.0 |
| 4:00 | 30 | 28 | 25 | 33 | 40 | 31 | 0.9 |
| 5:00 | 66 | 58 | 58 | 51 | 55 | 58 | 1.7 |
| 6:00 | 130 | 89 | 83 | 105 | 100 | 101 | 3.0 |
| 7:00 | 235 | 112 | 137 | 163 | 143 | 158 | 4.6 |
| 8:00 | 215 | 137 | 143 | 169 | 157 | 164 | 4.8 |
| 9:00 | 193 | 95 | 125 | 137 | 146 | 139 | 4.1 |
| 10:00 | 138 | 108 | 121 | 159 | 137 | 133 | 3.9 |
| 11:00 | 165 | 132 | 131 | 152 | 154 | 147 | 4.3 |
| 12:00 Noon | 213 | 170 | 168 | 163 | 187 | 180 | 5.3 |
| 1:00 | 222 | 157 | 200 | 164 | 175 | 184 | 5.4 |
| 2:00 | 267 | 207 | 210 | 237 | 221 | 228 | 6.7 |
| 3:00 | 331 | 232 | 262 | 244 | 247 | 263 | 7.7 |
| 4:00 | 381 | 226 | 260 | 310 | 308 | 297 | 8.7 |
| 5:00 | 400 | 281 | 294 | 295 | 285 | 311 | 9.1 |
| 6:00 | 285 | 230 | 234 | 217 | 243 | 242 | 7.0 |
| 7:00 | 187 | 141 | 166 | 157 | 170 | 164 | 4.8 |
| 8:00 | 134 | 132 | 161 | 138 | 135 | 140 | 4.1 |
| 9:00 | 121 | 111 | 121 | 116 | 138 | 121 | 3.5 |
| 10:00 | 101 | 85 | 97 | 95 | 105 | 97 | 2.8 |
| 11:00 | 90 | 72 | 91 | 74 | 97 | 85 | 2.5 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Total Crashes | 4,078 | 2,967 | 3,276 | 3,365 | 3,472 | 3,432 | 100.0 |

| Time of Day | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 12:00 Midnight | 17 | 18 | 23 | 20 | 25 | 21 | 1.8 |
| 1:00 | 19 | 17 | 14 | 23 | 11 | 17 | 1.5 |
| 2:00 | 14 | 10 | 17 | 13 | 19 | 15 | 1.3 |
| 3:00 | 11 | 11 | 10 | 7 | 14 | 11 | 0.9 |
| 4:00 | 12 | 11 | 4 | 15 | 14 | 11 | 1.0 |
| 5:00 | 19 | 22 | 20 | 18 | 21 | 20 | 1.7 |
| 6:00 | 50 | 35 | 31 | 35 | 29 | 36 | 3.1 |
| 7:00 | 77 | 37 | 42 | 61 | 46 | 53 | 4.6 |
| 8:00 | 87 | 43 | 47 | 57 | 57 | 58 | 5.1 |
| 9:00 | 69 | 28 | 47 | 44 | 48 | 47 | 4.1 |
| 10:00 | 53 | 29 | 43 | 63 | 46 | 47 | 4.1 |
| 11:00 | 63 | 43 | 39 | 52 | 61 | 52 | 4.5 |
| 12:00 Noon | 88 | 65 | 52 | 40 | 60 | 61 | 5.3 |
| 1:00 | 84 | 53 | 77 | 52 | 59 | 65 | 5.6 |
| 2:00 | 86 | 72 | 77 | 75 | 79 | 78 | 6.8 |
| 3:00 | 107 | 88 | 83 | 83 | 88 | 90 | 7.8 |
| 4:00 | 113 | 72 | 74 | 108 | 79 | 89 | 7.7 |
| 5:00 | 123 | 95 | 94 | 75 | 92 | 96 | 8.3 |
| 6:00 | 86 | 74 | 92 | 65 | 71 | 78 | 6.7 |
| 7:00 | 63 | 45 | 61 | 58 | 53 | 56 | 4.9 |
| 8:00 | 52 | 51 | 55 | 42 | 45 | 49 | 4.3 |
| 9:00 | 39 | 51 | 35 | 43 | 48 | 43 | 3.8 |
| 10:00 | 33 | 31 | 44 | 31 | 40 | 36 | 3.1 |
| 11:00 | 22 | 26 | 28 | 26 | 25 | 25 | 2.2 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Injury Crashes | 1,387 | 1,027 | 1,109 | 1,106 | 1,130 | 1,152 | 100.0 |

| Time of Day | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| 12:00 Midnight | 1 | 2 | 0 | 0 | 0 | 1 | 1.4 |
| 1:00 | 0 | 2 | 0 | 3 | 2 | 1 | 3.3 |
| 2:00 | 1 | 1 | 2 | 1 | 2 | 1 | 3.3 |
| 3:00 | 1 | 1 | 1 | 0 | 2 | 1 | 2.4 |
| 4:00 | 0 | 1 | 1 | 1 | 0 | 1 | 1.4 |
| 5:00 | 0 | 0 | 1 | 0 | 2 | 1 | 1.4 |
| 6:00 | 1 | 1 | 1 | 2 | 1 | 1 | 2.8 |
| 7:00 | 1 | 3 | 1 | 1 | 0 | 1 | 2.8 |
| 8:00 | 0 | 0 | 1 | 0 | 2 | 1 | 1.4 |
| 9:00 | 1 | 2 | 0 | 0 | 4 | 1 | 3.3 |
| 10:00 | 0 | 4 | 0 | 0 | 2 | 1 | 2.8 |
| 11:00 | 4 | 4 | 2 | 1 | 1 | 2 | 5.7 |
| 12:00 Noon | 2 | 1 | 1 | 2 | 3 | 2 | 4.2 |
| 1:00 | 4 | 2 | 2 | 0 | 1 | 2 | 4.2 |
| 2:00 | 1 | 2 | 1 | 1 | 1 | 1 | 2.8 |
| 3:00 | 1 | 2 | 2 | 1 | 5 | 2 | 5.2 |
| 4:00 | 2 | 4 | 2 | 3 | 4 | 3 | 7.1 |
| 5:00 | 2 | 4 | 0 | 3 | 3 | 2 | 5.7 |
| 6:00 | 3 | 2 | 2 | 1 | 3 | 2 | 5.2 |
| 7:00 | 2 | 3 | 4 | 1 | 4 | 3 | 6.6 |
| 8:00 | 0 | 5 | 1 | 4 | 5 | 3 | 7.1 |
| 9:00 | 5 | 7 | 2 | 3 | 5 | 4 | 10.4 |
| 10:00 | 3 | 1 | 3 | 5 | 2 | 3 | 6.6 |
| 11:00 | 2 | 1 | 2 | 0 | 1 | 1 | 2.8 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Fatal Crashes | 37 | 55 | 32 | 33 | 55 | 42 | 100.0 |

**Aggressive Driver Involved
 Driver Age**

| Driver Age | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 15 and Under | 4 | 12 | 11 | 17 | 20 | 13 | 0.2 |
| 16 | 46 | 28 | 40 | 33 | 40 | 37 | 0.5 |
| 17 | 122 | 84 | 113 | 112 | 95 | 105 | 1.5 |
| 18 | 169 | 128 | 113 | 175 | 145 | 146 | 2.0 |
| 19 | 219 | 147 | 148 | 132 | 156 | 160 | 2.2 |
| 20 | 191 | 153 | 182 | 168 | 181 | 175 | 2.4 |
| 21 - 24 | 828 | 630 | 730 | 717 | 695 | 720 | 9.9 |
| 25 - 29 | 1,054 | 745 | 814 | 784 | 793 | 838 | 11.6 |
| 30 - 34 | 965 | 630 | 779 | 722 | 836 | 786 | 10.9 |
| 35 - 39 | 821 | 559 | 587 | 672 | 690 | 666 | 9.2 |
| 40 - 44 | 702 | 492 | 541 | 556 | 612 | 581 | 8.0 |
| 45 - 49 | 656 | 406 | 432 | 544 | 474 | 502 | 6.9 |
| 50 - 54 | 606 | 385 | 434 | 467 | 445 | 467 | 6.5 |
| 55 - 59 | 580 | 364 | 389 | 403 | 423 | 432 | 6.0 |
| 60 - 64 | 430 | 298 | 322 | 363 | 346 | 352 | 4.9 |
| 65 - 69 | 272 | 173 | 185 | 242 | 275 | 229 | 3.2 |
| 70 - 79 | 308 | 199 | 227 | 249 | 246 | 246 | 3.4 |
| 80 + | 124 | 54 | 86 | 75 | 85 | 85 | 1.2 |
| Unknown | 654 | 658 | 764 | 648 | 753 | 695 | 9.6 |
| Total Drivers | 8,751 | 6,145 | 6,897 | 7,079 | 7,310 | 7,236 | 100.0 |

| Driver Age | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 15 and Under | 1 | 4 | 4 | 6 | 6 | 4 | 0.3 |
| 16 | 3 | 7 | 10 | 7 | 13 | 8 | 0.6 |
| 17 | 18 | 13 | 17 | 17 | 18 | 17 | 1.3 |
| 18 | 27 | 20 | 21 | 27 | 30 | 25 | 2.0 |
| 19 | 51 | 27 | 25 | 23 | 29 | 31 | 2.4 |
| 20 | 39 | 29 | 46 | 34 | 31 | 36 | 2.8 |
| 21 - 24 | 138 | 148 | 139 | 135 | 137 | 139 | 10.9 |
| 25 - 29 | 197 | 153 | 147 | 155 | 149 | 160 | 12.5 |
| 30 - 34 | 183 | 143 | 151 | 130 | 151 | 152 | 11.9 |
| 35 - 39 | 152 | 113 | 109 | 120 | 134 | 126 | 9.8 |
| 40 - 44 | 122 | 99 | 100 | 96 | 118 | 107 | 8.4 |
| 45 - 49 | 115 | 80 | 80 | 93 | 92 | 92 | 7.2 |
| 50 - 54 | 116 | 79 | 89 | 82 | 77 | 89 | 6.9 |
| 55 - 59 | 125 | 83 | 86 | 80 | 81 | 91 | 7.1 |
| 60 - 64 | 83 | 51 | 67 | 72 | 80 | 71 | 5.5 |
| 65 - 69 | 61 | 38 | 38 | 43 | 42 | 44 | 3.5 |
| 70 - 79 | 67 | 44 | 51 | 52 | 56 | 54 | 4.2 |
| 80 + | 26 | 12 | 25 | 20 | 22 | 21 | 1.6 |
| Unknown | 7 | 10 | 18 | 12 | 18 | 13 | 1.0 |
| Injured Drivers | 1,531 | 1,153 | 1,223 | 1,204 | 1,284 | 1,279 | 100.0 |

| Driver Age | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| 15 and Under | 1 | 0 | 0 | 1 | 0 | 0 | 1.1 |
| 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0.6 |
| 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0.6 |
| 18 | 0 | 0 | 0 | 0 | 1 | 0 | 0.6 |
| 19 | 2 | 2 | 1 | 1 | 0 | 1 | 3.4 |
| 20 | 0 | 3 | 1 | 2 | 2 | 2 | 4.5 |
| 21 - 24 | 5 | 7 | 2 | 2 | 4 | 4 | 11.4 |
| 25 - 29 | 3 | 6 | 5 | 4 | 6 | 5 | 13.6 |
| 30 - 34 | 4 | 5 | 3 | 3 | 5 | 4 | 11.4 |
| 35 - 39 | 3 | 2 | 3 | 3 | 5 | 3 | 9.1 |
| 40 - 44 | 2 | 4 | 4 | 2 | 4 | 3 | 9.1 |
| 45 - 49 | 2 | 0 | 2 | 2 | 3 | 2 | 5.1 |
| 50 - 54 | 2 | 3 | 2 | 0 | 5 | 2 | 6.8 |
| 55 - 59 | 1 | 2 | 3 | 0 | 4 | 2 | 5.7 |
| 60 - 64 | 1 | 2 | 0 | 4 | 3 | 2 | 5.7 |
| 65 - 69 | 1 | 0 | 0 | 2 | 2 | 1 | 2.8 |
| 70 - 79 | 2 | 1 | 0 | 1 | 0 | 1 | 2.3 |
| 80 + | 3 | 2 | 0 | 2 | 4 | 2 | 6.3 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Driver Fatalities | 32 | 40 | 27 | 29 | 48 | 35 | 100.0 |

Driver pages - all drivers involved.

**Aggressive Driver Involved
 Driver Gender**

| Driver Gender | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Male | 4,896 | 3,481 | 3,843 | 4,004 | 4,142 | 4,073 | 56.3 |
| Female | 3,165 | 1,998 | 2,292 | 2,428 | 2,423 | 2,461 | 34.0 |
| Unknown | 690 | 666 | 762 | 647 | 745 | 702 | 9.7 |
| Total Drivers | 8,751 | 6,145 | 6,897 | 7,079 | 7,310 | 7,236 | 100.0 |

| Driver Gender | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Male | 772 | 663 | 672 | 637 | 705 | 690 | 53.9 |
| Female | 747 | 476 | 535 | 553 | 562 | 575 | 44.9 |
| Unknown | 12 | 14 | 16 | 14 | 17 | 15 | 1.1 |
| Driver Injuries | 1,531 | 1,153 | 1,223 | 1,204 | 1,284 | 1,279 | 100.0 |

| Driver Gender | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Male | 24 | 29 | 25 | 24 | 34 | 27 | 77.3 |
| Female | 8 | 11 | 2 | 5 | 14 | 8 | 22.7 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Driver Fatalities | 32 | 40 | 27 | 29 | 48 | 35 | 100.0 |

Driver pages - all drivers involved.

**Aggressive Driver Involved
 Driver Safety Equipment Use**

| Safety Equipment | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|-------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Not Applicable | 167 | 130 | 180 | 203 | 199 | 176 | 2.4 |
| None | 154 | 152 | 152 | 142 | 174 | 155 | 2.1 |
| Lap belt only | 14 | 9 | 13 | 12 | 29 | 15 | 0.2 |
| Shoulder belt only | 14 | 30 | 32 | 21 | 14 | 22 | 0.3 |
| Shoulder/Lap belt(s) | 7,306 | 4,879 | 5,432 | 5,719 | 5,794 | 5,826 | 80.5 |
| Child/Youth restraint | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint forward | 0 | 0 | 0 | 1 | 3 | 1 | 0.0 |
| Child restraint rear | 0 | 0 | 0 | 1 | 0 | 0 | 0.0 |
| Booster seat | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint unknown | 1 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Mc/Bike helmet | 44 | 49 | 29 | 33 | 51 | 41 | 0.6 |
| Mc/bike shield only | 0 | 1 | 1 | 1 | 0 | 1 | 0.0 |
| Mc/bike helmet & shield | 27 | 26 | 14 | 29 | 16 | 22 | 0.3 |
| Protective pads | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Reflective clothing | 0 | 1 | 1 | 1 | 1 | 1 | 0.0 |
| Lighting | 1 | 2 | 0 | 1 | 1 | 1 | 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 | 10 | 2 | 2 | 2 | 3 | 4 | 0.1 |
| Unknown | 1,013 | 864 | 1,041 | 913 | 1,025 | 971 | 13.4 |
| Total Drivers | 8,751 | 6,145 | 6,897 | 7,079 | 7,310 | 7,236 | 100.0 |

| Safety Equipment | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|-------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Not Applicable | 19 | 23 | 23 | 29 | 29 | 25 | 1.9 |
| None | 65 | 75 | 78 | 66 | 82 | 73 | 5.7 |
| Lap belt only | 5 | 2 | 3 | 4 | 7 | 4 | 0.3 |
| Shoulder belt only | 6 | 4 | 4 | 5 | 2 | 4 | 0.3 |
| Shoulder/Lap belt(s) | 1,293 | 934 | 1,012 | 972 | 1,021 | 1,046 | 81.8 |
| 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 | 31 | 32 | 19 | 20 | 34 | 27 | 2.1 |
| Mc/bike shield only | 0 | 1 | 1 | 1 | 0 | 1 | 0.0 |
| Mc/bike helmet & shield | 16 | 17 | 8 | 25 | 10 | 15 | 1.2 |
| Protective pads | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Reflective clothing | 0 | 0 | 0 | 1 | 0 | 0 | 0.0 |
| Lighting | 0 | 0 | 0 | 1 | 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 | 0 | 0 | 0 | 1 | 1 | 0.0 |
| Unknown | 94 | 65 | 75 | 80 | 98 | 82 | 6.4 |
| Driver Injuries | 1,531 | 1,153 | 1,223 | 1,204 | 1,284 | 1,279 | 100.0 |

| Safety Equipment | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Not Applicable | 0 | 1 | 1 | 0 | 0 | 0 | 1.1 |
| None | 8 | 12 | 11 | 9 | 13 | 11 | 30.1 |
| Lap belt only | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Shoulder belt only | 0 | 0 | 0 | 1 | 1 | 0 | 1.1 |
| Shoulder/Lap belt(s) | 11 | 12 | 9 | 9 | 20 | 12 | 34.7 |
| 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 | 6 | 8 | 1 | 7 | 6 | 6 | 15.9 |
| Mc/bike shield only | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Mc/bike helmet & shield | 3 | 4 | 3 | 2 | 3 | 3 | 8.5 |
| 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 | 4 | 3 | 2 | 1 | 5 | 3 | 8.5 |
| Driver Fatalities | 32 | 40 | 27 | 29 | 48 | 35 | 100.0 |

Driver pages - all drivers involved.

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

Aggressive Driver Involved
Passenger Age

| Passenger Age | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|-------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Under 5 | 278 | 160 | 186 | 219 | 191 | 207 | 8.9 |
| 5 - 9 | 271 | 145 | 200 | 218 | 187 | 204 | 8.8 |
| 10 - 11 | 109 | 51 | 92 | 97 | 95 | 89 | 3.8 |
| 12 - 13 | 104 | 77 | 117 | 134 | 115 | 109 | 4.7 |
| 14 - 15 | 138 | 114 | 93 | 119 | 127 | 118 | 5.1 |
| 16 - 17 | 186 | 159 | 129 | 144 | 148 | 153 | 6.6 |
| 18 - 19 | 196 | 135 | 137 | 150 | 149 | 153 | 6.6 |
| 20 - 24 | 314 | 239 | 262 | 272 | 252 | 268 | 11.5 |
| 25 - 29 | 230 | 172 | 170 | 177 | 183 | 186 | 8.0 |
| 30 - 34 | 180 | 144 | 171 | 118 | 178 | 158 | 6.8 |
| 35 - 39 | 164 | 103 | 109 | 112 | 119 | 121 | 5.2 |
| 40 - 44 | 118 | 87 | 99 | 86 | 113 | 101 | 4.3 |
| 45 - 49 | 105 | 85 | 73 | 80 | 84 | 85 | 3.7 |
| 50 - 54 | 93 | 66 | 73 | 91 | 80 | 81 | 3.5 |
| 55 - 59 | 89 | 53 | 66 | 75 | 69 | 70 | 3.0 |
| 60 - 64 | 66 | 67 | 62 | 84 | 59 | 68 | 2.9 |
| 65 - 69 | 67 | 30 | 38 | 47 | 57 | 48 | 2.1 |
| 70 - 79 | 88 | 34 | 43 | 60 | 75 | 60 | 2.6 |
| 80 + | 50 | 33 | 41 | 36 | 42 | 40 | 1.7 |
| Unknown | 0 | 0 | 3 | 1 | 1 | 1 | 0.0 |
| Total Passengers | 2,846 | 1,954 | 2,164 | 2,320 | 2,324 | 2,322 | 100.0 |

| Passenger Age | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|---------------------------|------------|------------|------------|------------|------------|------------|--------------|
| Under 5 | 44 | 42 | 29 | 45 | 42 | 40 | 7.5 |
| 5 - 9 | 46 | 36 | 34 | 48 | 28 | 38 | 7.1 |
| 10 - 11 | 18 | 10 | 16 | 15 | 13 | 14 | 2.7 |
| 12 - 13 | 20 | 20 | 14 | 19 | 35 | 22 | 4.0 |
| 14 - 15 | 30 | 17 | 33 | 26 | 30 | 27 | 5.1 |
| 16 - 17 | 38 | 40 | 31 | 31 | 35 | 35 | 6.5 |
| 18 - 19 | 37 | 30 | 26 | 33 | 38 | 33 | 6.1 |
| 20 - 24 | 76 | 49 | 70 | 74 | 55 | 65 | 12.0 |
| 25 - 29 | 55 | 47 | 34 | 46 | 43 | 45 | 8.4 |
| 30 - 34 | 46 | 40 | 43 | 27 | 50 | 41 | 7.7 |
| 35 - 39 | 44 | 23 | 21 | 32 | 26 | 29 | 5.4 |
| 40 - 44 | 26 | 27 | 36 | 19 | 21 | 26 | 4.8 |
| 45 - 49 | 27 | 25 | 18 | 20 | 27 | 23 | 4.3 |
| 50 - 54 | 26 | 19 | 17 | 23 | 26 | 22 | 4.1 |
| 55 - 59 | 29 | 14 | 20 | 26 | 19 | 22 | 4.0 |
| 60 - 64 | 9 | 17 | 18 | 19 | 13 | 15 | 2.8 |
| 65 - 69 | 14 | 10 | 11 | 17 | 13 | 13 | 2.4 |
| 70 - 79 | 25 | 16 | 13 | 12 | 18 | 17 | 3.1 |
| 80 + | 9 | 9 | 12 | 9 | 12 | 10 | 1.9 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Injured Passengers | 619 | 491 | 496 | 541 | 544 | 538 | 100.0 |

| Passenger Age | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|-----------------------------|----------|-----------|----------|----------|-----------|----------|--------------|
| Under 5 | 0 | 1 | 0 | 0 | 0 | 0 | 2.7 |
| 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 | 0 | 0 | 0 | 0.0 |
| 16 - 17 | 1 | 0 | 0 | 0 | 1 | 0 | 5.4 |
| 18 - 19 | 0 | 0 | 0 | 1 | 0 | 0 | 2.7 |
| 20 - 24 | 1 | 3 | 1 | 1 | 0 | 1 | 16.2 |
| 25 - 29 | 0 | 2 | 2 | 0 | 1 | 1 | 13.5 |
| 30 - 34 | 1 | 3 | 0 | 0 | 1 | 1 | 13.5 |
| 35 - 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 40 - 44 | 0 | 2 | 0 | 0 | 1 | 1 | 8.1 |
| 45 - 49 | 0 | 0 | 0 | 0 | 1 | 0 | 2.7 |
| 50 - 54 | 1 | 3 | 0 | 1 | 0 | 1 | 13.5 |
| 55 - 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 60 - 64 | 1 | 1 | 0 | 0 | 1 | 1 | 8.1 |
| 65 - 69 | 0 | 0 | 0 | 0 | 2 | 0 | 5.4 |
| 70 - 79 | 0 | 0 | 0 | 0 | 1 | 0 | 2.7 |
| 80 + | 0 | 1 | 0 | 0 | 1 | 0 | 5.4 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Passenger Fatalities | 5 | 16 | 3 | 3 | 10 | 7 | 100.0 |

**Aggressive Driver Involved
 Passenger Gender**

| Passenger Gender | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|-------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Male | 1,318 | 909 | 1,035 | 1,065 | 1,047 | 1,075 | 46.3 |
| Female | 1,495 | 1,037 | 1,117 | 1,205 | 1,255 | 1,222 | 52.6 |
| Unknown | 33 | 8 | 12 | 50 | 22 | 25 | 1.1 |
| Total Passengers | 2,846 | 1,954 | 2,164 | 2,320 | 2,324 | 2,322 | 100.0 |

| Passenger Gender | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|---------------------------|------------|------------|------------|------------|------------|------------|--------------|
| Male | 255 | 190 | 171 | 237 | 223 | 215 | 40.0 |
| Female | 362 | 301 | 325 | 300 | 317 | 321 | 59.6 |
| Unknown | 2 | 0 | 0 | 4 | 4 | 2 | 0.4 |
| Passenger Injuries | 619 | 491 | 496 | 541 | 544 | 538 | 100.0 |

| Passenger Gender | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|-----------------------------|----------|-----------|----------|----------|-----------|----------|--------------|
| Male | 1 | 8 | 2 | 1 | 7 | 4 | 51.4 |
| Female | 4 | 8 | 1 | 2 | 3 | 4 | 48.6 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Passenger Fatalities | 5 | 16 | 3 | 3 | 10 | 7 | 100.0 |

**Aggressive Driver Involved
Passenger Safety Equipment Use**

| Safety Equipment | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|-------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Not Applicable | 108 | 59 | 60 | 100 | 75 | 80 | 3.5 |
| None | 228 | 177 | 169 | 148 | 143 | 173 | 7.5 |
| Lap belt only | 24 | 4 | 9 | 41 | 14 | 18 | 0.8 |
| Shoulder belt only | 8 | 5 | 5 | 5 | 5 | 6 | 0.2 |
| Shoulder/Lap belt(s) | 1,977 | 1,416 | 1,558 | 1,618 | 1,711 | 1,656 | 71.3 |
| Child/Youth restraint | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint forward | 176 | 109 | 128 | 128 | 117 | 132 | 5.7 |
| Child restraint rear | 80 | 37 | 43 | 55 | 49 | 53 | 2.3 |
| Booster seat | 45 | 22 | 34 | 19 | 23 | 29 | 1.2 |
| Child restraint unk. | 15 | 6 | 17 | 23 | 23 | 17 | 0.7 |
| Mc/Bike helmet | 5 | 5 | 0 | 1 | 4 | 3 | 0.1 |
| Mc/bike shield only | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Mc/bike helmet & shield | 2 | 1 | 1 | 0 | 0 | 1 | 0.0 |
| Protective pads | 4 | 0 | 0 | 7 | 0 | 2 | 0.1 |
| Reflective clothing | 0 | 1 | 0 | 1 | 0 | 0 | 0.0 |
| Lighting | 0 | 0 | 0 | 0 | 1 | 0 | 0.0 |
| Air bag only | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Air bag and belts | 0 | 0 | 0 | 0 | 2 | 0 | 0.0 |
| Other | 2 | 3 | 4 | 2 | 1 | 2 | 0.1 |
| Unknown | 172 | 109 | 136 | 172 | 156 | 149 | 6.4 |
| Total Passengers | 2,846 | 1,954 | 2,164 | 2,320 | 2,324 | 2,322 | 100.0 |

| Safety Equipment | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|---------------------------|------------|------------|------------|------------|------------|------------|--------------|
| Not Applicable | 30 | 16 | 9 | 14 | 12 | 16 | 3.0 |
| None | 41 | 52 | 60 | 61 | 69 | 57 | 10.5 |
| Lap belt only | 5 | 2 | 1 | 11 | 8 | 5 | 1.0 |
| Shoulder belt only | 3 | 1 | 0 | 3 | 2 | 2 | 0.3 |
| Shoulder/Lap belt(s) | 426 | 345 | 364 | 371 | 372 | 376 | 69.8 |
| Child/Youth restraint | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint forward | 27 | 17 | 19 | 26 | 20 | 22 | 4.1 |
| Child restraint rear | 13 | 13 | 9 | 5 | 11 | 10 | 1.9 |
| Booster seat | 14 | 4 | 2 | 4 | 4 | 6 | 1.0 |
| Child restraint unk. | 2 | 1 | 2 | 11 | 6 | 4 | 0.8 |
| Mc/Bike helmet | 4 | 2 | 0 | 1 | 2 | 2 | 0.3 |
| Mc/bike shield only | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Mc/bike helmet & shield | 2 | 1 | 1 | 0 | 0 | 1 | 0.1 |
| Protective pads | 0 | 0 | 0 | 7 | 0 | 1 | 0.3 |
| Reflective clothing | 0 | 1 | 0 | 1 | 0 | 0 | 0.1 |
| 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 | 0 | 4 | 2 | 1 | 2 | 0.3 |
| Unknown | 51 | 36 | 25 | 24 | 37 | 35 | 6.4 |
| Passenger Injuries | 619 | 491 | 496 | 541 | 544 | 538 | 100.0 |

| Safety Equipment | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|-----------------------------|----------|-----------|----------|----------|-----------|----------|--------------|
| Not Applicable | 0 | 1 | 0 | 0 | 1 | 0 | 5.4 |
| None | 0 | 7 | 0 | 2 | 2 | 2 | 29.7 |
| 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 | 3 | 2 | 0 | 5 | 3 | 37.8 |
| 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 | 1 | 0 | 0 | 0 | 0 | 2.7 |
| Booster seat | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Child restraint unk. | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Mc/Bike helmet | 0 | 2 | 0 | 0 | 0 | 0 | 5.4 |
| 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 | 1 | 0 | 2.7 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Unknown | 1 | 2 | 1 | 1 | 1 | 1 | 16.2 |
| Passenger Fatalities | 5 | 16 | 3 | 3 | 10 | 7 | 100.0 |

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

**Aggressive Driver Involved
 Non-Motorist Age**

| Non-Motorist Age | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Under 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0.7 |
| 5 - 9 | 2 | 1 | 1 | 1 | 0 | 1 | 1.8 |
| 10 - 15 | 3 | 4 | 2 | 3 | 3 | 3 | 5.5 |
| 16 - 17 | 3 | 2 | 1 | 1 | 3 | 2 | 3.7 |
| 18 - 19 | 3 | 4 | 3 | 1 | 3 | 3 | 5.1 |
| 20 - 24 | 17 | 5 | 11 | 4 | 4 | 8 | 15.1 |
| 25 - 29 | 6 | 2 | 9 | 4 | 5 | 5 | 9.6 |
| 30 - 34 | 3 | 4 | 3 | 6 | 6 | 4 | 8.1 |
| 35 - 39 | 8 | 7 | 5 | 4 | 3 | 5 | 9.9 |
| 40 - 44 | 0 | 3 | 3 | 3 | 4 | 3 | 4.8 |
| 45 - 49 | 3 | 2 | 3 | 6 | 4 | 4 | 6.6 |
| 50 - 54 | 2 | 1 | 1 | 3 | 8 | 3 | 5.5 |
| 55 - 59 | 6 | 0 | 0 | 6 | 1 | 3 | 4.8 |
| 60 - 64 | 3 | 6 | 3 | 6 | 2 | 4 | 7.4 |
| 65 - 69 | 2 | 0 | 2 | 1 | 3 | 2 | 2.9 |
| 70 - 79 | 2 | 4 | 6 | 1 | 4 | 3 | 6.3 |
| 80 + | 0 | 1 | 1 | 2 | 2 | 1 | 2.2 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Total Non-Motorists | 64 | 46 | 54 | 53 | 55 | 54 | 100.0 |

| Non-Motorist Age | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|---------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Under 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0.5 |
| 5 - 9 | 2 | 1 | 1 | 1 | 0 | 1 | 2.5 |
| 10 - 15 | 2 | 3 | 1 | 3 | 3 | 2 | 5.9 |
| 16 - 17 | 3 | 0 | 1 | 1 | 1 | 1 | 2.9 |
| 18 - 19 | 3 | 4 | 3 | 1 | 1 | 2 | 5.9 |
| 20 - 24 | 15 | 4 | 9 | 2 | 3 | 7 | 16.2 |
| 25 - 29 | 4 | 1 | 8 | 4 | 4 | 4 | 10.3 |
| 30 - 34 | 1 | 3 | 3 | 5 | 6 | 4 | 8.8 |
| 35 - 39 | 8 | 6 | 5 | 2 | 3 | 5 | 11.8 |
| 40 - 44 | 0 | 3 | 2 | 3 | 1 | 2 | 4.4 |
| 45 - 49 | 3 | 1 | 2 | 5 | 3 | 3 | 6.9 |
| 50 - 54 | 2 | 1 | 1 | 1 | 5 | 2 | 4.9 |
| 55 - 59 | 3 | 0 | 0 | 5 | 1 | 2 | 4.4 |
| 60 - 64 | 2 | 3 | 2 | 4 | 1 | 2 | 5.9 |
| 65 - 69 | 1 | 0 | 1 | 1 | 3 | 1 | 2.9 |
| 70 - 79 | 1 | 2 | 4 | 0 | 2 | 2 | 4.4 |
| 80 + | 0 | 1 | 0 | 0 | 2 | 1 | 1.5 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Inj. Non-Motorists | 50 | 33 | 43 | 39 | 39 | 41 | 100.0 |

| Non-Motorist Age | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|------------------------------|----------|----------|----------|----------|----------|----------|--------------|
| Under 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 5 - 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 10 - 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 16 - 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 18 - 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 20 - 24 | 0 | 1 | 0 | 0 | 0 | 0 | 5.6 |
| 25 - 29 | 0 | 1 | 1 | 0 | 1 | 1 | 16.7 |
| 30 - 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 35 - 39 | 0 | 0 | 0 | 1 | 0 | 0 | 5.6 |
| 40 - 44 | 0 | 0 | 1 | 0 | 1 | 0 | 11.1 |
| 45 - 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 50 - 54 | 0 | 0 | 0 | 1 | 2 | 1 | 16.7 |
| 55 - 59 | 1 | 0 | 0 | 0 | 0 | 0 | 5.6 |
| 60 - 64 | 1 | 2 | 1 | 1 | 0 | 1 | 27.8 |
| 65 - 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 70 - 79 | 0 | 1 | 0 | 1 | 0 | 0 | 11.1 |
| 80 + | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Non-Motor. Fatalities | 2 | 5 | 3 | 4 | 4 | 4 | 100.0 |

Aggressive Driver Involved Non-Motorist Gender

| | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|----------------------------|------|------|------|------|------|------|-------|
| Non-Motorist Gender | | | | | | | |
| Male | 37 | 34 | 36 | 37 | 37 | 36 | 66.5 |
| Female | 27 | 12 | 17 | 15 | 18 | 18 | 32.7 |
| Unknown | 0 | 0 | 1 | 1 | 0 | 0 | 0.7 |
| Total Non-Motorists | 64 | 46 | 54 | 53 | 55 | 54 | 100.0 |

| | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|------------------------------|------|------|------|------|------|------|-------|
| Non-Motorist Gender | | | | | | | |
| Male | 30 | 25 | 30 | 26 | 23 | 27 | 65.7 |
| Female | 20 | 8 | 13 | 13 | 16 | 14 | 34.3 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Non-Motorist Injuries | 50 | 33 | 43 | 39 | 39 | 41 | 100.0 |

| | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|--------------------------------|------|------|------|------|------|------|-------|
| Non-Motorist Gender | | | | | | | |
| Male | 2 | 4 | 2 | 4 | 4 | 3 | 88.9 |
| Female | 0 | 1 | 1 | 0 | 0 | 0 | 11.1 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Non-Motorist Fatalities | 2 | 5 | 3 | 4 | 4 | 4 | 100.0 |

**Aggressive Driver Involved
 Non-Motorist Location**

| Non-Motorist Location | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Not App. | 4 | 0 | 5 | 3 | 1 | 3 | 4.8 |
| Shoulder | 7 | 4 | 6 | 5 | 5 | 5 | 9.9 |
| Curb | 0 | 0 | 1 | 0 | 1 | 0 | 0.7 |
| Sidewalk | 3 | 7 | 1 | 1 | 4 | 3 | 5.9 |
| Outside Right of Way | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| On Rd. at Crosswalk | 19 | 9 | 15 | 13 | 14 | 14 | 25.7 |
| On Rd. Not at Cross. | 15 | 6 | 13 | 12 | 6 | 10 | 19.1 |
| In School Bus Zone | 0 | 1 | 0 | 0 | 0 | 0 | 0.4 |
| In Bikeway | 0 | 0 | 2 | 1 | 1 | 1 | 1.5 |
| At Inter Marked Crosswalk | 3 | 4 | 1 | 3 | 4 | 3 | 5.5 |
| At Inter No Crosswalk | 2 | 5 | 3 | 2 | 4 | 3 | 5.9 |
| Driveway Access | 0 | 0 | 1 | 0 | 2 | 1 | 1.1 |
| Median | 0 | 0 | 0 | 1 | 1 | 0 | 0.7 |
| Island | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Shared Use Path or Trails | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Inside Building | 4 | 0 | 1 | 0 | 1 | 1 | 2.2 |
| Midblock Marked Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Other/Unk. | 7 | 10 | 5 | 12 | 11 | 9 | 16.5 |
| Total Non-Motorists | 64 | 46 | 54 | 53 | 55 | 54 | 100.0 |

| Non-Motorist Location | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Not App. | 1 | 0 | 2 | 1 | 0 | 1 | 2.0 |
| Shoulder | 3 | 3 | 4 | 3 | 2 | 3 | 7.4 |
| Curb | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 |
| Sidewalk | 3 | 4 | 1 | 1 | 3 | 2 | 5.9 |
| Outside Right of Way | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| On Rd. at Crosswalk | 19 | 9 | 12 | 11 | 14 | 13 | 31.9 |
| On Rd. Not at Cross. | 13 | 4 | 12 | 11 | 5 | 9 | 22.1 |
| In School Bus Zone | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| In Bikeway | 0 | 0 | 2 | 1 | 1 | 1 | 2.0 |
| Inter Marked Crosswalk | 3 | 4 | 1 | 2 | 3 | 3 | 6.4 |
| At Inters No Crosswalk | 2 | 4 | 3 | 1 | 3 | 3 | 6.4 |
| Driveway Access | 0 | 0 | 1 | 0 | 2 | 1 | 1.5 |
| Median | 0 | 0 | 0 | 1 | 0 | 0 | 0.5 |
| Island | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Shared Use Path or Trails | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Inside Building | 1 | 0 | 0 | 0 | 0 | 0 | 0.5 |
| Midblock Marked Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Other/Unk. | 5 | 5 | 4 | 7 | 6 | 5 | 13.2 |
| Injured Non-Motorists | 50 | 33 | 43 | 39 | 39 | 41 | 100.0 |

| Non-Motorist Location | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|--------------------------------|----------|----------|----------|----------|----------|----------|--------------|
| Not App. | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Shoulder | 2 | 1 | 0 | 1 | 1 | 1 | 27.8 |
| Curb | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Sidewalk | 0 | 1 | 0 | 0 | 1 | 0 | 11.1 |
| Outside Right of Way | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| On Rd. at Crosswalk | 0 | 0 | 2 | 2 | 0 | 1 | 22.2 |
| On Rd. Not at Cross. | 0 | 1 | 1 | 1 | 1 | 1 | 22.2 |
| 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 | 1 | 0 | 0 | 0 | 0 | 5.6 |
| Driveway Access | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Median | 0 | 0 | 0 | 0 | 1 | 0 | 5.6 |
| Island | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Shared Use Path or Trails | 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 | 1 | 0 | 0 | 0 | 0 | 5.6 |
| Non-Motorist Fatalities | 2 | 5 | 3 | 4 | 4 | 4 | 100.0 |

**Aggressive Driver Involved
 Non-Motorist Movement**

| Non-Motorist Movement | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Cross. at Intersection | 23 | 15 | 16 | 18 | 19 | 18 | 33.5 |
| Cross. Not at Inter. | 3 | 3 | 3 | 4 | 2 | 3 | 5.5 |
| Walk/Ride with Traff. | 5 | 4 | 6 | 8 | 7 | 6 | 11.0 |
| Walk/Ride against Tra. | 1 | 2 | 1 | 2 | 2 | 2 | 2.9 |
| Playing | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Standing | 12 | 8 | 9 | 7 | 11 | 9 | 17.3 |
| Getting On/Off Veh. | 5 | 1 | 2 | 0 | 1 | 2 | 3.3 |
| Push/Work on Veh. | 1 | 2 | 1 | 1 | 0 | 1 | 1.8 |
| Other Working | 3 | 0 | 4 | 1 | 3 | 2 | 4.0 |
| Hitchhiking | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| On / Off School Bus | 0 | 1 | 0 | 0 | 0 | 0 | 0.4 |
| Walking to from school | 1 | 2 | 1 | 0 | 1 | 1 | 1.8 |
| Walking cycling on sidewalk | 0 | 1 | 0 | 2 | 1 | 1 | 1.5 |
| Other / Unknown | 10 | 7 | 11 | 10 | 8 | 9 | 16.9 |
| Total Non-Motorists | 64 | 46 | 54 | 53 | 55 | 54 | 100.0 |

| Non-Motorist Movement | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| Cross. at Intersection | 23 | 14 | 13 | 15 | 16 | 16 | 39.7 |
| Cross. Not at Inter. | 3 | 3 | 3 | 3 | 1 | 3 | 6.4 |
| Walk/Ride with Traff. | 3 | 3 | 6 | 8 | 6 | 5 | 12.7 |
| Walk/Ride against Tra. | 0 | 0 | 1 | 2 | 2 | 1 | 2.5 |
| Playing | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Standing | 8 | 4 | 8 | 4 | 5 | 6 | 14.2 |
| Getting On/Off Veh. | 5 | 1 | 1 | 0 | 0 | 1 | 3.4 |
| Push/Work on Veh. | 1 | 0 | 1 | 1 | 0 | 1 | 1.5 |
| Other Working | 3 | 0 | 4 | 1 | 3 | 2 | 5.4 |
| 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 | 1 | 2 | 1 | 0 | 0 | 1 | 2.0 |
| Walking cycling on sidewalk | 0 | 1 | 0 | 1 | 1 | 1 | 1.5 |
| Other / Unknown | 3 | 5 | 5 | 4 | 5 | 4 | 10.8 |
| Injured Non-Motorists | 50 | 33 | 43 | 39 | 39 | 41 | 100.0 |

| Non-Motorist Movement | 2019 | 2020 | 2021 | 2022 | 2023 | AVG. | % |
|--------------------------------|----------|----------|----------|----------|----------|----------|--------------|
| Cross. at Intersection | 0 | 1 | 2 | 2 | 0 | 1 | 27.8 |
| Cross. Not at Inter. | 0 | 0 | 0 | 1 | 1 | 0 | 11.1 |
| Walk/Ride with Traff. | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Walk/Ride against Tra. | 1 | 1 | 0 | 0 | 0 | 0 | 11.1 |
| Playing | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Standing | 1 | 1 | 0 | 1 | 1 | 1 | 22.2 |
| Getting On/Off Veh. | 0 | 0 | 1 | 0 | 1 | 0 | 11.1 |
| Push/Work on Veh. | 0 | 2 | 0 | 0 | 0 | 0 | 11.1 |
| 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 | 0 | 0 | 0 | 1 | 0 | 5.6 |
| Non-Motorist Fatalities | 2 | 5 | 3 | 4 | 4 | 4 | 100.0 |