| **Statewide - All Collisions** |
| --- |
| **October 1, 2019 - September 30, 2024** |
| **Federal Fiscal Year** | **Fatal Collision** | **Serious Injury Collision** | **Other Injury Collision** | **Property Damage Only Collision** | **Total Collisions** | **Persons Killed** | **Persons Seriously Injured** | **Persons Other Injury** |
| October 1, 2019-September 30, 2020 | 916 | 2,224 | 31,720 | 90,097 | 124,957 | 1,022 | 2,682 | 47,405 |
| October 1, 2020-September 30, 2021 | 1,097 | 2,393 | 33,398 | 103,793 | 140,681 | 1,175 | 2,898 | 49,483 |
| October 1, 2021-September 30, 2022 | 1,036 | 2,231 | 32,140 | 109,135 | 144,542 | 1,125 | 2,719 | 47,866 |
| October 1, 2022-September 30, 2023 | 1,000 | 2,064 | 32,967 | 110,597 | 146,628 | 1,060 | 2,507 | 49,624 |
| October 1, 2023-September 30, 2024 | 947 | 2,068 | 31,813 | 108,372 | 143,200 | 1,035 | 2,546 | 47,773 |
|  | ***4,996*** | ***10,980*** | ***162,038*** | ***521,994*** | ***700,008*** | ***5,417*** | ***13,352*** | ***242,151*** |

| **Statewide - All Collisions** |
| --- |
| **October 1, 2019 - September 30, 2024** |
| **Victims by Age Group** |
| **Victim Age** | **Persons Killed** | **Persons Seriously Injured** | **Persons Other Injury** |
| Unknown | 2 | 57 | 2,481 |
| Under 4 | 41 | 102 | 4,520 |
| 4-5 | 13 | 64 | 2,388 |
| 6-9 | 34 | 147 | 4,866 |
| 10-14 | 55 | 255 | 6,657 |
| 15-19 | 323 | 1,141 | 23,608 |
| 20-24 | 541 | 1,549 | 28,862 |
| 25-34 | 1,116 | 3,025 | 47,428 |
| 35-44 | 859 | 2,220 | 35,728 |
| 45-54 | 778 | 1,761 | 29,329 |
| 55-64 | 760 | 1,574 | 27,637 |
| 65-74 | 502 | 956 | 18,636 |
| 75+ | 393 | 501 | 10,011 |
|  | ***5,417*** | ***13,352*** | ***242,151*** |

|  |
| --- |
| \*\*Other Injuries include Possible and Minor Injuries |

| **Statewide - Speed Related Collisions** |
| --- |
| **October 1, 2019 - September 30, 2024** |
| **Federal Fiscal Year** | **Fatal Collision** | **Serious Injury Collision** | **Other Injury Collision** | **Property Damage Only Collision** | **Total Collisions** | **Persons Killed** | **Persons Seriously Injured** | **Persons Other Injury** |
| October 1, 2019-September 30, 2020 | 349 | 781 | 10,423 | 27,688 | 39,241 | 403 | 938 | 15,082 |
| October 1, 2020-September 30, 2021 | 466 | 793 | 10,373 | 30,805 | 42,437 | 501 | 986 | 14,943 |
| October 1, 2021-September 30, 2022 | 389 | 771 | 9,766 | 30,256 | 41,182 | 430 | 931 | 14,280 |
| October 1, 2022-September 30, 2023 | 359 | 716 | 10,066 | 31,063 | 42,204 | 388 | 866 | 14,892 |
| October 1, 2023-September 30, 2024 | 374 | 678 | 9,374 | 28,827 | 39,253 | 415 | 841 | 13,821 |
|  | ***1,937*** | ***3,739*** | ***50,002*** | ***148,639*** | ***204,317*** | ***2,137*** | ***4,562*** | ***73,018*** |

| **Statewide - Speed Related Collisions** |
| --- |
| **October 1, 2019 - September 30, 2024** |
| **Victims by Age Group** |
| **Victim Age** | **Persons Killed** | **Persons Seriously Injured** | **Persons Other Injury** |
| Unknown | 0 | 21 | 882 |
| Under 4 | 23 | 40 | 1,374 |
| 4-5 | 7 | 13 | 737 |
| 6-9 | 15 | 52 | 1,493 |
| 10-14 | 26 | 87 | 2,053 |
| 15-19 | 179 | 538 | 8,550 |
| 20-24 | 299 | 626 | 9,484 |
| 25-34 | 462 | 1,197 | 14,968 |
| 35-44 | 338 | 777 | 10,716 |
| 45-54 | 282 | 546 | 8,474 |
| 55-64 | 246 | 386 | 7,520 |
| 65-74 | 155 | 190 | 4,523 |
| 75+ | 105 | 89 | 2,244 |
|  | ***2,137*** | ***4,562*** | ***73,018*** |

|  |
| --- |
| \*\*Other Injuries include Possible and Minor Injuries |

| **Statewide - Motor Vehicle Collisions - at least One Occupant Unrestrained** |
| --- |
| **October 1, 2019 - September 30, 2024** |
| **ALL OCCUPANTS OF ALL VEHICLES INVOLVED** |
| **Federal Fiscal Year** | **Fatal Collision** | **Serious Injury Collision** | **Other Injury Collision** | **Property Damage Only Collision** | **Total Collisions** |
| October 1, 2019-September 30, 2020 | 356 | 487 | 1,932 | 1,645 | 4,420 |
| October 1, 2020-September 30, 2021 | 414 | 485 | 2,335 | 1,979 | 5,213 |
| October 1, 2021-September 30, 2022 | 401 | 489 | 2,281 | 2,017 | 5,188 |
| October 1, 2022-September 30, 2023 | 390 | 452 | 2,336 | 2,122 | 5,300 |
| October 1, 2023-September 30, 2024 | 369 | 410 | 2,431 | 2,185 | 5,395 |
|  | ***1,930*** | ***2,323*** | ***11,315*** | ***9,948*** | ***25,516*** |

| **Statewide - Motor Vehicle Collisions** |
| --- |
| **October 1, 2019 - September 30, 2024** |
| **UNRESTRAINED OCCUPANTS ONLY** |
| **Victim Age** | **Persons Killed** | **Persons Seriously Injured** | **Persons Other Injury** |
| Unknown | 0 | 8 | 185 |
| Under 4 | 17 | 33 | 236 |
| 4-5 | 4 | 22 | 163 |
| 6-9 | 8 | 41 | 250 |
| 10-14 | 19 | 55 | 333 |
| 15-19 | 150 | 305 | 1,655 |
| 20-24 | 262 | 373 | 1,994 |
| 25-34 | 466 | 718 | 3,122 |
| 35-44 | 325 | 424 | 1,854 |
| 45-54 | 190 | 240 | 1,040 |
| 55-64 | 185 | 168 | 711 |
| 65-74 | 122 | 92 | 379 |
| 75+ | 83 | 34 | 211 |
|  | ***1,831*** | ***2,513*** | ***12,133*** |

|  |
| --- |
| \*\*Other Injuries include Possible and Minor Injuries |

| **Statewide - DUI (Alcohol or Drug) Involved** |
| --- |
| **October 1, 2019 - September 30, 2024** |
| **Federal Fiscal Year** | **Fatal Collision** | **Serious Injury Collision** | **Other Injury Collision** | **Property Damage Only Collision** | **Total Collisions** | **Persons Killed** | **Persons Seriously Injured** | **Persons Other Injury** |
| October 1, 2019-September 30, 2020 | 340 | 362 | 2,082 | 2,837 | 5,621 | 385 | 499 | 3,092 |
| October 1, 2020-September 30, 2021 | 391 | 335 | 2,332 | 3,009 | 6,067 | 430 | 451 | 3,481 |
| October 1, 2021-September 30, 2022 | 375 | 278 | 2,075 | 2,700 | 5,428 | 424 | 427 | 3,036 |
| October 1, 2022-September 30, 2023 | 353 | 224 | 2,079 | 2,714 | 5,370 | 385 | 348 | 3,123 |
| October 1, 2023-September 30, 2024 | 327 | 253 | 2,088 | 2,592 | 5,260 | 370 | 374 | 3,082 |
|  | ***1,786*** | ***1,452*** | ***10,656*** | ***13,852*** | ***27,746*** | ***1,994*** | ***2,099*** | ***15,814*** |

| **Statewide - DUI (Alcohol or Drug) Involved** |
| --- |
| **October 1, 2019 - September 30, 2024** |
| **Victims by Age Group** |
| **Victim Age** | **Persons Killed** | **Persons Seriously Injured** | **Persons Other Injury** |
| Unknown | 0 | 2 | 42 |
| Under 4 | 19 | 29 | 236 |
| 4-5 | 6 | 12 | 130 |
| 6-9 | 8 | 25 | 208 |
| 10-14 | 8 | 33 | 248 |
| 15-19 | 118 | 131 | 1,001 |
| 20-24 | 227 | 298 | 2,113 |
| 25-34 | 512 | 576 | 4,170 |
| 35-44 | 397 | 392 | 3,009 |
| 45-54 | 308 | 280 | 2,115 |
| 55-64 | 225 | 184 | 1,660 |
| 65-74 | 116 | 113 | 705 |
| 75+ | 50 | 24 | 177 |
|  | ***1,994*** | ***2,099*** | ***15,814*** |

| **Statewide - DUI Involved** |
| --- |
| **October 1, 2019 - September 30, 2024** |
| **Drivers 'Contributing To'** |
|  | **Female** | **Male** | **Unknown** |  |
| **Driver Age** |  |
| Unknown | 3 | 14 | 88 | 105 |
| Under 15 | 1 | 5 | 0 | 6 |
| 15-20 | 420 | 1,203 | 0 | 1,623 |
| 21-25 | 1,204 | 2,917 | 0 | 4,121 |
| 26-35 | 2,294 | 5,899 | 1 | 8,194 |
| 36-45 | 1,579 | 4,237 | 2 | 5,818 |
| 46-55 | 999 | 2,768 | 0 | 3,767 |
| 56-65 | 648 | 2,033 | 0 | 2,681 |
| 66-75 | 204 | 759 | 0 | 963 |
| 76+ | 38 | 110 | 0 | 148 |
|  | ***7,390*** | ***19,945*** | ***91*** | ***27,426*** |

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| --- |
| \*\*Other Injuries include Possible and Minor Injuries |

| **Statewide - Top Primary Contributing Factor** |
| --- |
| **October 1, 2019 - September 30, 2024** |
| **Contributing Factor** | **Collisions** |
| Driving Too Fast for Conditions | 185,459 |
| Failed To Yield Right of Way | 142,127 |
| Improper Lane Usage/Change | 62,684 |
| Followed Too Closely | 46,359 |
| Distracted/Inattention | 43,673 |
| Other Improper Driver Action | 34,081 |
| Disregarded Signs/Signals/Etc. | 33,995 |
| Animal In Road | 31,811 |
| Driver Under Influence | 24,922 |
| Unknown Driver Factor | 18,385 |

| **Statewide - Pedestrian and Pedalcyclist Involved** |
| --- |
| **October 1, 2019 - September 30, 2024** |
| **Federal Fiscal Year** | **Fatal Collision** | **Serious Injury Collision** | **Other Injury Collision** | **Property Damage Only Collision** | **Total Collisions** | **PedestrianPedalcyclist Killed** | **PedestrianPedalcyclist Seriously Injured** | **PedestrianPedalcyclist Other Injury** |
| October 1, 2019-September 30, 2020 | 183 | 265 | 972 | 44 | 1,464 | 184 | 272 | 1,025 |
| October 1, 2020-September 30, 2021 | 209 | 253 | 974 | 69 | 1,505 | 211 | 259 | 1,003 |
| October 1, 2021-September 30, 2022 | 192 | 253 | 1,081 | 76 | 1,602 | 194 | 259 | 1,101 |
| October 1, 2022-September 30, 2023 | 224 | 243 | 1,063 | 80 | 1,610 | 224 | 247 | 1,090 |
| October 1, 2023-September 30, 2024 | 201 | 260 | 1,142 | 73 | 1,676 | 201 | 275 | 1,173 |
|  | ***1,009*** | ***1,274*** | ***5,232*** | ***342*** | ***7,857*** | ***1,014*** | ***1,312*** | ***5,392*** |

| **Statewide - Pedestrian and Pedalcyclist Involved** |
| --- |
| **October 1, 2019 - September 30, 2024** |
| **Pedestrian and Pedalcyclist by Age Group** |
| **Victim Age** | **PedestrianPedalcyclist Killed** | **PedestrianPedalcyclist Seriously Injured** | **PedestrianPedalcyclist Other Injury** |
| Unknown | 1 | 6 | 25 |
| Under 4 | 3 | 8 | 36 |
| 4-5 | 2 | 12 | 30 |
| 6-9 | 6 | 19 | 110 |
| 10-14 | 11 | 42 | 266 |
| 15-19 | 26 | 85 | 429 |
| 20-24 | 58 | 131 | 536 |
| 25-34 | 190 | 253 | 931 |
| 35-44 | 180 | 221 | 857 |
| 45-54 | 175 | 202 | 737 |
| 55-64 | 196 | 213 | 886 |
| 65-74 | 118 | 92 | 441 |
| 75+ | 48 | 28 | 108 |
|  | ***1,014*** | ***1,312*** | ***5,392*** |

|  |
| --- |
| \*\*Other Injuries include Possible and Minor Injuries |