

Maryland Traffic Safety Facts 2008

Overview



Maryland Department of Transportation
State Highway Administration
Office of Traffic and Safety



Driving Safely in Maryland

Introduction

The Maryland Traffic Safety Facts are published annually by the Traffic Safety Analysis Division (TSAD) of the State Highway Administration's Office of Traffic and Safety. Its purpose is to provide safety professionals, public officials, the private sector, and the general public information about traffic crashes throughout Maryland. It presents data extracted from motor vehicle crash reports submitted by more than 200 Maryland law enforcement agencies to the Maryland Automated Accident Reporting System (MAARS). The Central Records Division of the Maryland State Police manages MAARS and maintains the electronic crash database, which is shared with TSAD and other users for analysis and creation of a wide range of tabulations.

"In 2008 there were 95,349 traffic crashes resulting in 48,143 injured persons and 592 deaths."

The Shock, Trauma and Anesthesia Research – Organized Research Center, The Charles 'McC.' Mathias National Study Center for Trauma & EMS, at the University of Maryland, Baltimore, assists the Maryland Highway Safety Office with the creation of these fact sheets.

The overview fact sheet presents information on crashes reported during calendar year 2008. In 2008 there were 95,349 traffic crashes resulting in 48,143 injured persons and 592 deaths. However, to give an important historic perspective, trends in crashes over recent years are also presented. For example, fatality rates for Maryland have been decreasing from a high of over 1.59 per 100 million vehicle miles traveled (MVMT) in 1992 to 1.20 per 100 MVMT in 2006. The lowest fatality rate of 1.08 per 100 MVMT occurred in 2005. The Maryland fatality rate has consistently been lower than the national rate for every year since 1992.

Summary

“In 2008, 592 persons lost their lives in 95,349 crashes, which is a decrease of 3.8% compared to the previous year.”

“The fatality rate per 100,000 population was 10.51, down from the rate of 10.95 in 2007.”

“In 2008, Prince George’s County had the highest number of fatal and Baltimore City had the highest number of total crashes.”

- ❑ In 2008, 592 persons lost their lives in 95,349 crashes, which is a decrease of 3.8% compared to the previous year.
- ❑ The Maryland fatality rate per 100 million vehicle miles traveled in 2008 remained unchanged from 2007 at 1.1.
- ❑ For the third straight year, there was a decrease in the number of persons injured, down 13% from 2005.
- ❑ Of the total 592 persons killed, 483 were drivers and passengers, 115 were pedestrians, 7 were pedalcyclists, 83 were motorcycle operators/passengers, 3 were moped drivers and 1 was other.
- ❑ The fatality rate per 100,000 population was 10.51, down from the rate of 10.95 in 2007.
- ❑ In 2008, Prince George’s County had the highest number of fatal and Baltimore City had the highest number of total crashes.
- ❑ In 2008, Worcester County had the highest fatality rate- 3.65 per 10,000 this rate are more than triple the statewide rate of 1.05.

Table1: Crashes by Severity, 1999-2008

Year	Fatal Crashes		Injury Crashes		Property Damage Only		Total Crashes	
	Number	% Change	Number	% Change	Number	% Change	Number	% Change
1999	555	0.73	38,021	-0.66	58,436	5.84	97,012	3.16
2000	574	3.42	37,743	-0.73	60,985	4.36	99,302	2.36
2001	602	4.88	38,523	2.07	62,286	2.13	101,411	2.12
2002	606	0.66	38,875	0.91	65,362	4.94	104,843	3.38
2003	596	-1.65	38,710	-0.42	69,824	6.83	109,130	4.09
2004	576	-3.36	37,422	-3.33	66,105	-5.33	104,103	-4.61
2005	577	0.17	36,548	-2.34	65,499	-0.92	102,624	-1.42
2006	593	2.77	35,865	-1.87	65,430	-0.11	101,888	-0.72
2007	558	-5.90	34,867	-2.78	65,518	0.13	100,943	-0.93
2008	539	-3.41	32,771	-6.01	62,039	-5.31	95,349	-5.54

Table 2 Person Killed or Injured and Fatality and Injury Rates per Vehicle Miles Traveled, 1999-2008

Year	Vehicle Miles Traveled	Fatalities		MD Fatality Rate	US Fatality Rate	Persons Injured		MD Injured Person Rate	US Injury Rate
		Number	% Change			Number	% Change		
1999	49.1	598	-1.3	1.2	1.6	59,979	-1.3	122.2	120.0
2000	50.3	617	3.2	1.2	1.5	58,885	-2.0	117.1	116.0
2001	52.0	662	7.3	1.3	1.5	60,051	2.0	115.5	109.0
2002	53.6	661	-0.2	1.2	1.5	59,517	-0.9	110.6	103.0
2003	54.7	651	-1.5	1.2	1.5	58,118	-2.4	106.2	100.0
2004	55.1	643	-1.2	1.2	1.4	53,753	-7.5	97.6	94.0
2005	56.7	614	-4.5	1.1	1.5	55,303	2.9	97.5	90.0
2006	56.6	651	6.0	1.2	1.4	53,615	-3.1	94.7	85.0
2007	56.8	615	-5.5	1.1	1.4	51,729	-3.5	91.1	N.A.
2008	56.8	592	-3.7	1.1	1.4	48,143	-6.9	91.1	N.A.

* In billions ** per 100 million Vehicle Miles Traveled

Table 3 Fatality Rates per Population, Licensed Drivers and Registered Vehicles, 1999-2008

Year	Fatalities	Population (1,000)	Fatality Rate per 100,000 Population	Licensed Drivers (1,000)	Fatality Rate per 100,000 Licensed Drivers	Registered Vehicles (1,000)	Fatality Rate per 100,000 Registered Vehicles
1999	598	5,193	11.52	3,431	17.43	4,031	14.84
2000	617	5,296	11.65	3,588	17.20	4,187	14.74
2001	662	5,375	12.31	3,626	18.26	4,348	15.23
2002	661	5,418	12.20	3,684	17.94	4,394	15.04
2003	651	5,509	11.82	3,763	17.30	4,481	14.53
2004	643	5,558	11.57	3,820	16.83	4,562	14.09
2005	614	5,600	10.96	3,872	15.86	4,498	13.65
2006	651	5,616	11.59	3,871	16.81	4,690	13.87
2007	615	5,618	10.95	3,966	15.51	4,690	13.11
2008	592	5,634	10.51	4,022	14.72	4,754	12.45

Table 4 Fatality by Victim Type, 1999-2008

Year	Vehicle Driver* Fatalities	Passenger Fatalities	Pedestrian Fatalities	Pedalcyclist Fatalities	Motorcycle Driver Fatalities	Motorcycle Passenger Fatalities	Moped Driver Fatalities	Other Fatalities	Total
1999	320	108	119	6	42	2	1	0	598
2000	325	132	99	6	48	5	2	0	617
2001	360	136	99	13	51	2	0	1	662
2002	359	141	101	7	48	1	1	3	661
2003	330	140	118	6	53	3	0	1	651
2004	328	140	95	11	63	4	1	1	643
2005	294	122	101	7	79	6	1	4	614
2006	349	115	93	7	77	5	0	5	651
2007	278	115	110	7	88	6	3	8	615
2008	279	104	115	7	76	7	3	1	592

* Excludes pedalcyclist, motorcyclist, and moped drivers

“In 2008, fatal crashes were most frequent in August (10%) whereas total crashes were evenly distributed throughout the year.”

Temporal Patterns

- ❑ In 2008, fatal crashes were most frequent in August (10%) whereas total crashes were evenly distributed throughout the year.
- ❑ Over 20% of the fatal crashes occurred on a Saturdays, and total crashes were more frequent on Fridays (16.6%).
- ❑ 43% of the fatal crashes occurred between 4 PM and midnight whereas 48% of the total crashes occurred between 12 noon and 8 PM.

Figure 1 Fatal and Non-Fatal Crashes by Month, 2008

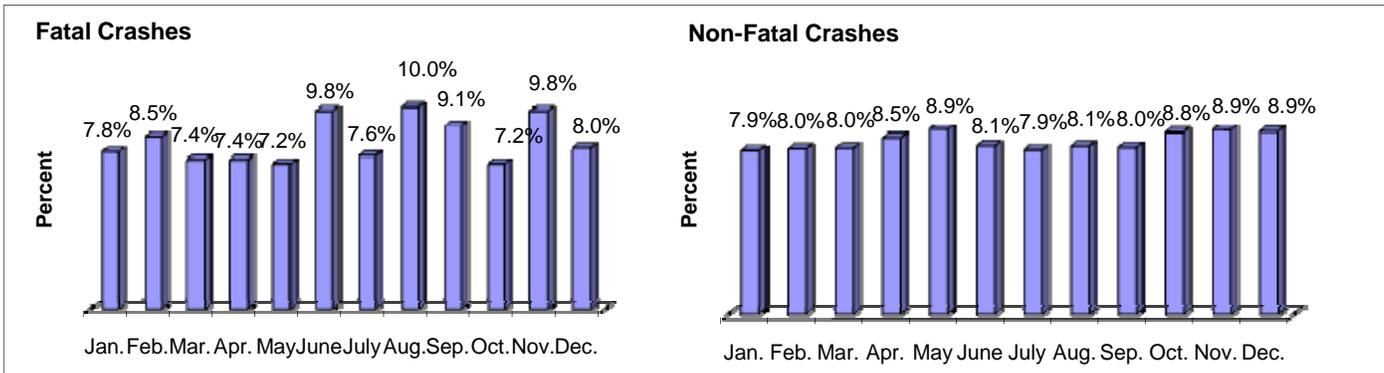


Table 5 Crashes by Time of Day, 2008

“Over 20% of the fatal crashes occurred on a Saturdays, and total crashes were more frequent on Fridays (16.6%).”

Time of Day	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Sunday	90	16.7	11,431	12.0
Monday	59	10.9	12,838	13.5
Tuesday	59	10.9	13,402	14.1
Wednesday	66	12.2	13,403	14.1
Thursday	75	13.9	13,859	14.5
Friday	81	15.0	15,799	16.6
Saturday	109	20.2	14,617	15.3
Total	539	100.0	95,349	100.0

Table 6 Crashes by Time of Day, 2008

“43% of the fatal crashes occurred between 4 PM and midnight whereas 48% of the total crashes occurred between 12 noon and 8 PM.”

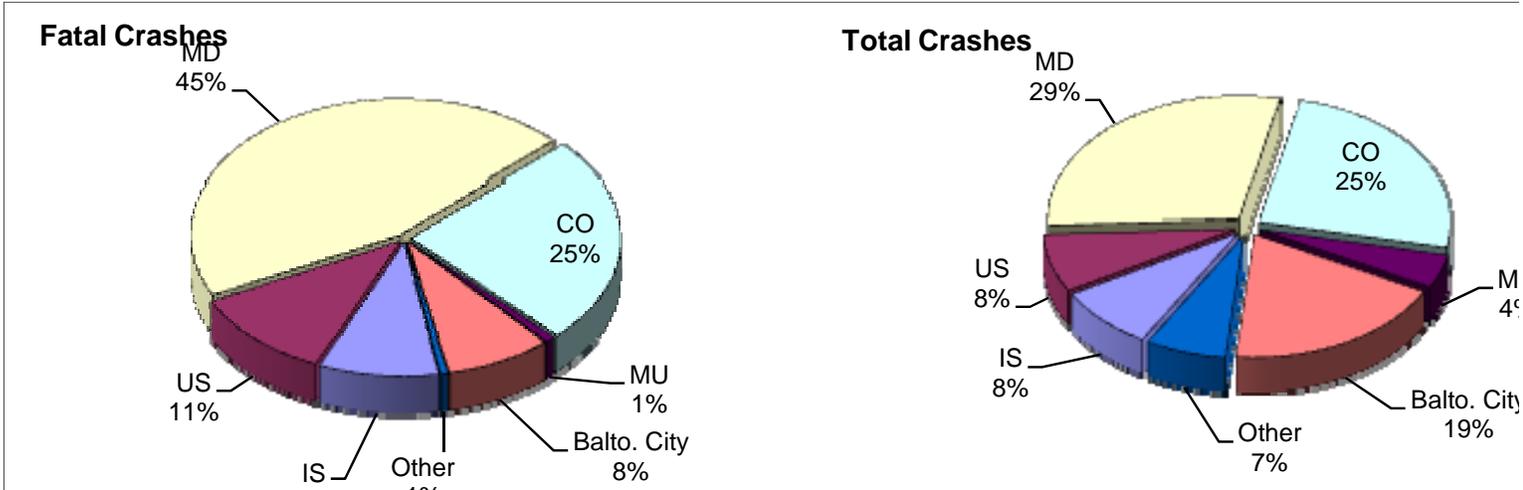
Time of Day	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
12:00AM-03:59AM	92	17.1	9,265	9.7
04:00AM-07:59AM	62	11.5	9,845	10.3
08:00AM-11:59AM	74	13.7	16,972	17.8
12:00PM-03:59PM	80	14.8	22,146	23.2
04:00PM-07:59PM	119	22.1	23,707	24.9
08:00PM-11:59PM	112	20.8	13,399	14.1
Unknown	0	0.0	15	0.0
Total	539	100.0	95,349	100.0

“Two-thirds of the fatal crashes occurred on State or County highways, 43% and 22% respectively.”

Route Types

- ❑ In 2008, 70% of the fatal crashes occurred on State or County highways, 45% and 25% respectively.
- ❑ Nearly 75% of the total crashes occurred on State, County or Baltimore City roads.

Figure 2 Fatal and Total Crashes by Route Type, 2008

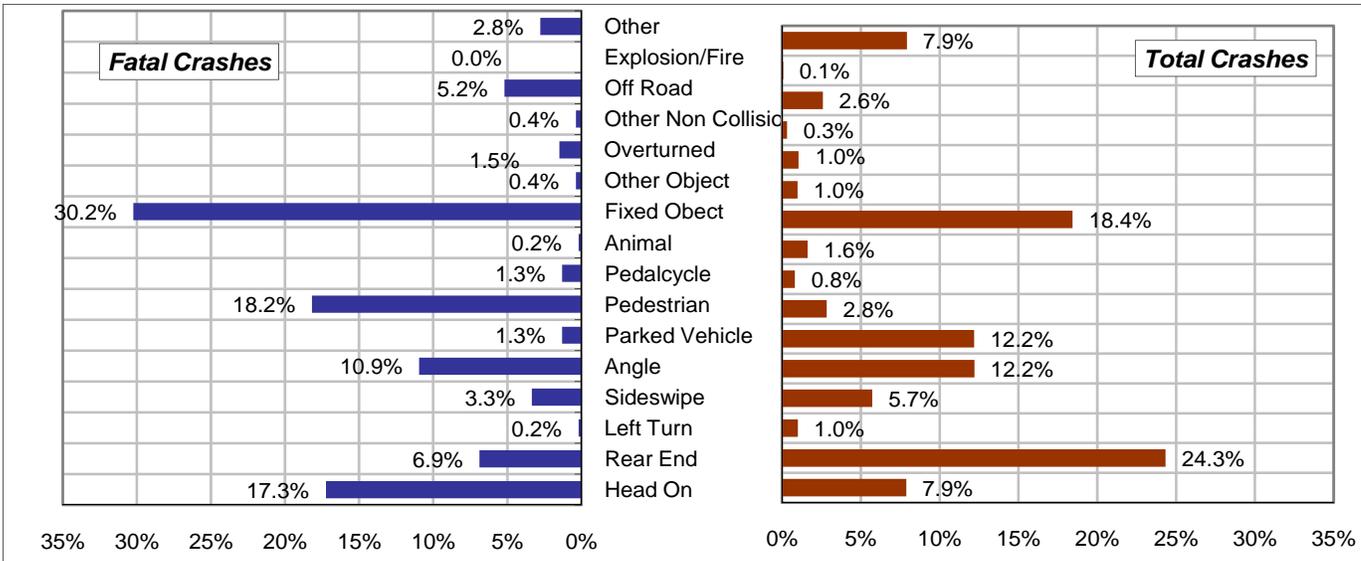


“Fixed object crashes accounted for 30% of the fatal crashes but only 18% of the total crashed in Maryland.”

Crash Types (First Harmful Event)

- ❑ Fixed object crashes accounted for 30% of the fatal crashes but only 18% of the total crashed in Maryland.
- ❑ Rear end crashes accounted for nearly 1 in 4 of the total crashes in Maryland.

Figure 3 Fatal and Total Crashes by Crash Type, 2008



- “In 2008, over 50% of the fatal crashes occurred in the dark and 63% of the total crashes occurred in daylight.”

Illuminations and Roadway Surfaces

- In 2008, over 50% of the fatal crashes occurred in the dark and 63% of the total crashes occurred in daylight.

Table 7 Crashes by Illumination, 2007-2008

Illumination	2007				2008			
	Fatal Crashes		Total Crashes		Fatal Crashes		Total Crashes	
	Number	%	Number	%	Number	%	Number	%
Daylight	247	44.3	63,646	63.1	237	44.0	59,958	62.9
Dawn / Dusk	24	4.3	4,866	4.8	21	3.9	4,761	5.0
Dark Lights On	154	27.6	23,592	23.4	170	31.5	22,590	23.7
Dark Lights Off	133	23.8	8,152	8.1	111	20.6	7,392	7.8
Other / Unknown	0	0.0	687	0.7	0	0.0	648	0.7
Total	558	100.0	100,943	100.0	539	100.0	95,349	100.0

- In 2008, 82% of fatal and 75% total crashes occurred on dry surfaces. Wet surface crashes accounted for 22% of the total and 16% of the fatal crashes.

“In 2008, the vast majority of fatal and total crashes occurred on dry surfaces.”

Table 8 Crashes by Roadway Surface, 2007-2008

Roadway Surface	2007				2008			
	Fatal Crashes		Total Crashes		Fatal Crashes		Total Crashes	
	Number	%	Number	%	Number	%	Number	%
Wet	81	14.5	18,027	17.9	84	15.6	21,204	22.2
Dry	460	82.4	77,576	76.9	441	81.8	71,106	74.6
Snow/Ice	13	2.3	4,843	4.8	13	2.4	2,411	2.5
Other / Unknown	4	0.7	497	0.5	1	0.2	628	0.7
Total	558	100.0	100,943	100.0	539	100.0	95,349	100.0

Work Zones

- There were 7 fatal work zone crashes in 2008, resulting in the same number of fatalities.

Table 9 Work Zone Crashes by Crash Severity, 1999-2008

Year	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Fatal WZ Crashes	11	12	7	14	13	13	16	9	10	7
Work Zone Crashes	2,074	2,755	3,035	3,166	3,361	3,142	2,783	2,199	2,252	2086
Work Zone Fatalities	11	14	7	16	13	16	16	11	11	7

“There were 7 fatal work zone crashes in 2008, resulting in the same number of fatalities.”

“Alcohol and/or drug-related crashes accounted for almost 9% of the total crashes in Maryland in 2008.”

Alcohol/Drug Impairment-Related Crashes

- ❑ Alcohol and/or drug-related crashes accounted for almost 9% of the total crashes in Maryland in 2008.
- ❑ In 2008, alcohol and/or drugs were involved in 27% of the fatal crashes.
- ❑ Nearly 37% of all the impairment related crashes involved an injury (34.8%) or a fatality (1.8%).

Table 10 Crashes by Crash Condition, 2007-2008

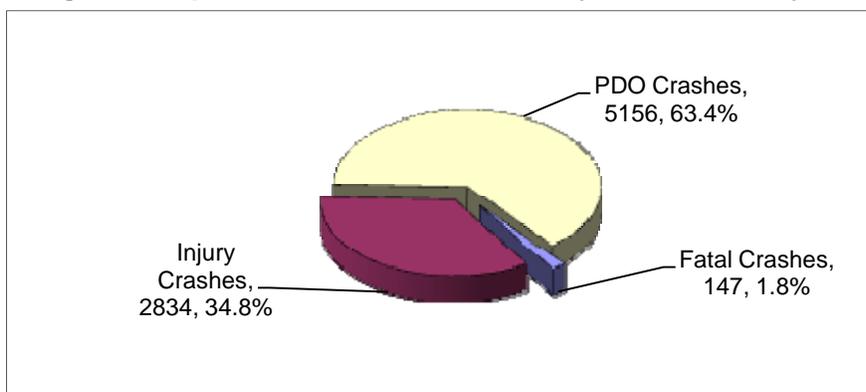
Impaired	2007				2008			
	Fatal Crashes		Total Crashes		Fatal Crashes		Total Crashes	
	Number	%	Number	%	Number	%	Number	%
Yes	186	33.3	8,604	8.4	147	27.3	8,137	8.5
No	372	66.7	92,339	90.6	392	72.7	87,212	91.5
Total	558	100.0	101,888	99.1	539	100.0	95,349	100.0

Table 11 Impairment-Related Crashes by Crash Severity, 2002-2008*

Year	Fatal Crashes	Fatalities	Injury Crashes	Number Injured	Property Damage Only	Total
2002	181	195	3,765	5,821	5,109	9,056
2003	163	179	3,500	5,187	5,426	9,089
2004	207	239	3,329	4,837	5,323	8,859
2005	218	235	3,358	5,121	5,196	8,772
2006	199	225	3,236	5,057	5,272	8,697
2007	186	215	3,151	4,821	5,267	8,604
2008	147	164	2,834	4,291	5,156	8,137

*2006- 2008 alcohol/drug impaired crashes

Figure 4 Impairment-Related Crashes by Crash Severity, 2008



“In 2008, alcohol and/or drugs were involved in 27% of the fatal crashes.”

Vehicle Types

- ❑ Automobiles, SUVs and pick up trucks accounted for 81% of the vehicles involved in fatal and nearly 90% of vehicles involved in all crashes.
- ❑ Compared to 2007, in 2008 there was a 6% decline in the number vehicles involved in crashes and there was nearly a 3% decrease in the number of vehicles involved in fatal crashes.

“Automobiles, SUVs and pick up trucks accounted for 81% of the vehicles involved in fatal and nearly 90% of vehicles involved in all crashes.”

Table 12 Vehicles Involved in Fatal and Total Crashes by Vehicle Type, 2007-2008

Vehicle Types	2007 Vehicles Involved				2008 Vehicles Involved			
	In Fatal Crash.		In Total Crash.		In Fatal Crash.		In Total Crash.	
	Number	%	Number	%	Number	%	Number	%
Motorcycle	95	10.7	1,896	1.0	79	9.2	1,848	1.1
Automobile*	445	50.2	117,102	63.0	465	53.9	110,514	63.1
Pickup Truck	109	12.3	17,846	9.6	90	10.4	15,870	9.1
Limousine	0	0.0	40	0.0	1	0.1	35	0.0
Large Truck	71	8.0	7,023	3.8	53	6.1	6,039	3.4
SUV	136	15.3	28,981	15.6	143	16.6	28,139	16.1
Farm Vehicle	0	0.0	40	0.0	1	0.1	56	0.0
Bus	6	0.7	3,194	1.7	5	0.6	3,195	1.8
Ambulance	1	0.1	385	0.2	2	0.2	388	0.2
Fire Vehicle	2	0.2	451	0.2	0	0.0	398	0.2
Police	6	0.7	2,472	1.3	5	0.6	2,513	1.4
Moped	3	0.3	170	0.1	3	0.3	252	0.1
Other/Unknown	13	1.5	6,348	3.4	15	1.7	5,957	3.4
Total Vehicles	887	100.0	185,948	100.0	862	100.0	175,204	100.0

*Automobile includes the following categories: (automobile, station wagon and van)

Motorcycles

- ❑ In 2008, 4.3% of the total motorcycle-involved crashes were fatal.
- ❑ In 2008, there were 78 fatal motorcycle-involved crashes a 14% decrease as compared to 2007.
- ❑ There were 153 motorcycle-involved crashes per 10,000 registered motorcycles in Maryland in 2008.

Table 13 Motorcycle-Involved Crashes by Crash Severity, 2001-2008

Year	Fatal Crashes	Fatalities	Injury Crashes	Number Injured	Property Damage Only	Total
2001	53	53	1,031	1,237	255	1,339
2002	52	52	992	1,165	214	1,258
2003	56	58	1,026	1,235	241	1,323
2004	65	68	1,212	1,388	293	1,570
2005	86	88	1,348	1,599	315	1,749
2006	83	87	1,406	1,701	315	1,804
2007	91	96	1,428	1,661	322	1,841
2008	78	83	1,367	1,568	358	1,803

“In 2008, 4.3% of the total motorcycle-involved crashes were fatal.”

Large Trucks

“Fatal large truck-involved crashes accounted for nearly 10% and total large truck-involved crashes accounted for 6% of all fatal and total crashes in Maryland.”

- ❑ Large truck-involved crashes decreased by 13.5% compared to the previous year. For the third straight year, there has been a decrease in the fatal large truck-involved crashes.
- ❑ Fatal large truck-involved crashes accounted for nearly 10% and total large truck-involved crashes accounted for 6% of all fatal and total crashes in Maryland.
- ❑ Truck tractors fatalities accounted for 58% of the fatalities involving large trucks.
- ❑ In 2007, a total of 62 persons were killed and 2,438 persons were injured in large truck-involved crashes.

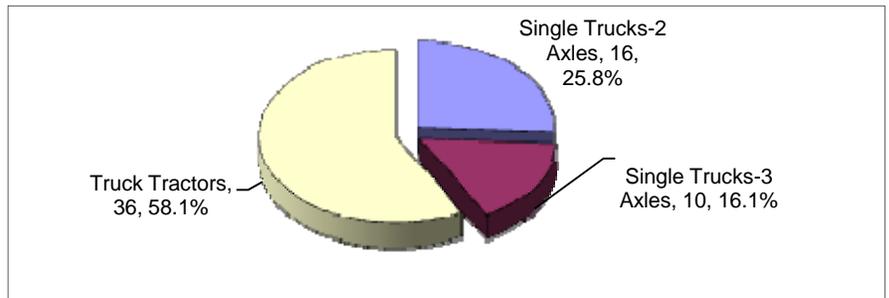
Table 14 Large Truck-Involved Crashes by Crash Severity, 2002-2008

Year	Fatal Crashes	Fatalities	Injury Crashes	Number Injured	Property Damage Only	Total
2002	66	72	2,153	3,269	4,630	6,849
2003	70	79	2,253	3,402	5,183	7,506
2004	83	102	2,180	3,169	4,934	7,197
2005	72	77	2,335	3,391	5,074	7,481
2006	70	77	2,183	3,196	4,947	7,200
2007	65	76	1,944	2,835	4,675	6,684
2008	51	62	1,660	2,438	4,069	5,780

Table 15 Large Truck-Involved Fatalities by Truck Type, 2002-2008

Year	Single Truck 2 axles	Single Truck 3 axles	Truck Tractor	Total
2002	21	8	43	72
2003	26	16	37	79
2004	34	15	53	102
2005	30	6	41	77
2006	21	13	43	77
2007	28	8	40	76
2008	16	10	36	62

Figure 5 Large Truck-Involved Fatalities by Truck Type, 2008



“In 2008, a total of 62 persons were killed and 2,438 persons were injured in large truck-involved crashes.”

Drivers and Passengers

- In 2008, 358 drivers and 111 passengers were killed in crashes.
- Of the drivers killed in Maryland in 2008, 12% were between 21 and 24 years of age.
- Over 56% of all passengers killed were 24 years old or younger. 31% were 15 years of age or younger.

“In 2008, 358 drivers and 111 passengers were killed in crashes.”

Table 16 Driver and Passenger Information by Age, 2008

Driver Age	Drivers				Passengers			
	Killed		Involved		Killed		Involved	
	Number	%	Number	%	Number	%	Number	%
15 and Under	2	0.6	262	0.1	14	12.6	16,963	31.1
16 - 20	39	10.9	18,565	10.6	18	16.2	9,158	16.8
21 - 24	43	12.0	16,867	9.6	11	9.9	4,508	8.3
25 - 29	32	8.9	18,160	10.4	13	11.7	3,783	6.9
30 - 34	37	10.3	14,051	8.0	10	9.0	2,465	4.5
35 - 39	30	8.4	13,994	8.0	4	3.6	2,092	3.8
40 - 44	32	8.9	14,039	8.0	5	4.5	2,083	3.8
45 - 49	28	7.8	13,195	7.5	7	6.3	2,017	3.7
50 - 54	28	7.8	10,919	6.2	3	2.7	1,662	3.0
55 - 59	17	4.7	8,417	4.8	1	0.9	1,208	2.2
60 - 64	15	4.2	5,906	3.4	2	1.8	887	1.6
65 - 69	6	1.7	3,819	2.2	1	0.9	699	1.3
70 - 79	28	7.8	4,298	2.5	6	5.4	922	1.7
80+	17	4.7	2,194	1.3	13	11.7	1,428	2.6
Unknown	4	1.1	30,518	17.4	3	2.7	4,756	8.7
Total	358	100.0	175,204	100.0	111	100.0	54,631	100.0

“Over 56% of all passengers killed were 24 years old or younger.”

- In 2008, there were 51 older drivers and 39 younger drivers killed in Maryland.
- The number of younger drivers killed in 2008 decreased by 9% but the number of older drivers killed increased by 28% when compared to 2007 data.

Table 17 Younger (16-20) and Older (65+) Driver Fatalities, 2004-2008

Year	Younger Drivers		Older Drivers	
	Younger Driver-Involved Fatalities	Younger Drivers Killed	Older Driver-Involved Fatalities	Older Drivers Killed
2004	122	57	104	65
2005	113	42	96	55
2006	111	48	112	63
2007	112	43	79	40
2008	106	39	85	51

“The number of younger drivers killed in 2008 decreased by 9% but the number of older drivers killed increased by 28% when compared to 2007 data.”

“In 2008, 37% of the passengers and 26% of the drivers killed were reported as not having used any safety equipment.”

- **NOTE:** The reporting of Safety Equipment Used changed in 2007. It is now reported for passenger vehicles (automobiles, station wagons, SUV, vans and pick-up trucks) and for motorcycles. Other vehicles (large trucks, emergency vehicles, buses etc) are not included in the analysis.
- In 2008, 37% of the passengers and 26% of the drivers killed were reported as not having used any safety equipment.
- Of all passengers killed, 55% were occupants in the right front seat.
- In 2008 there was a decrease in the number of passengers involved in and passengers killed in crashes, 8% and 9% respectively.

Table 18 Passenger Vehicle and Motorcycle Occupant Fatalities by Safety Equipment Used, 2007-2008

Safety Equipment Used	2007 Fatalities				2008 Fatalities			
	Drivers/Rider		Passengers		Drivers/Rider		Passengers	
	Number	%	Number	%	Number	%	Number	%
Passenger Vehicle								
Lap Belts Only	1	0.4	0	0.0	0	0.0	2	2.0
Harness Only	2	0.7	1	0.9	3	1.1	0	0.0
Belt and Harness	74	27.4	28	24.3	61	23.1	26	25.5
Child Restraint	0	0.0	3	2.6	0	0.0	3	2.9
Air Bag Only	51	18.9	11	9.6	40	15.2	7	6.9
Air Bag and Belts	67	24.8	20	17.4	77	29.2	19	18.6
None	57	21.1	43	37.4	68	25.8	38	37.3
Other / Unknown	18	6.7	9	7.8	15	5.7	7	6.9
Total	270	100.0	115	100.0	264	100.0	102	100.0
Motorcycle								
Motorcycle Helmet	30	34.1	0	0.0	31	40.8	2	28.6
Eye Protection	1	1.1	0	0.0	4	5.3	0	0.0
Helmet/ Eye Protection	47	53.4	4	66.7	37	48.7	5	71.4
None	4	4.5	2	33.3	2	2.6	0	0.0
Other / Unknown	6	6.8	0	0.0	2	2.6	0	0.0
Total	88	100.0	6	100.0	76	100.0	7	100.0

“Of all passengers killed, 55% were occupants in the right front seat.”

“In 2006 there was a 2% decrease in passengers involved in crashes however the number of passengers killed remained constant.”

Table 19 Passengers by Seating Position, 2007-2008

Passenger Seating Position	2007 Passengers				2008 Passengers			
	Killed		Involved		Killed		Involved	
	Number	%	Number	%	Number	%	Number	%
Not Applicable	0	0.0	70	0.1	0	0.0	157	0.3
Dr/MC Operator Lap	0	0.0	115	0.2	1	0.9	235	0.4
Center Front Seat	0	0.0	769	1.3	2	1.8	773	1.4
Right Front Seat	74	61.2	26,820	45.1	61	55.0	24,503	44.9
Left Rear & MC Pass.	24	19.8	6,981	11.7	22	19.8	6,785	12.4
Center Rear Seat	0	0.0	2,633	4.4	5	4.5	2,447	4.5
Right Rear Seat	20	16.5	9,210	15.5	16	14.4	8,742	16.0
Other in Vehicle	3	2.5	10,015	16.8	2	1.8	8,343	15.3
Cargo Area	0	0.0	194	0.3	0	0.0	212	0.4
Outside Vehicle	0	0.0	101	0.2	0	0.0	100	0.2
Other / Unknown	0	0.0	2,548	4.3	2	1.8	2,334	4.3
Total	121	100.0	59,456	100.0	111	100.0	54,631	100.0

Pedestrians

- In 2008, there were a total of 3,840 pedestrian-involved crashes leaving a total of 3,455 persons injured and 126 persons killed.
- Fatalities occurred in 3.0% of all pedestrian-involved crashes. This is significantly higher than the percentage of all crashes that are fatal (0.6%).
- The number of pedestrians killed increased by 4.5% over the previous year.
- In 2008, 24% of the pedestrians killed were between the ages of 45 and 54.
- Of all pedestrians involved in crashes, 19% were below the age of 15.

“In 2006, the number of pedestrians killed increased by 13.5% over the previous year.”

“Fatalities occurred in 3.0% of all pedestrian-involved crashes. This is significantly higher than the percentage of all crashes that are fatal (0.6%).”

Table 20 Pedestrian Involved Crashes by Crash Severity, 2003-2008

Year	Fatal Crashes	Fatalities* (**)	Injury Crashes	Number Injured	PDO	Total
2003	118	119 (118)	2,633	2,925	380	3,131
2004	95	96 (95)	2,405	2,626	343	2,843
2005	102	103 (101)	2,487	2,755	366	2,955
2006	104	106 (93)	3,246	3,580	573	3,923
2007	118	122 (110)	3,223	3,488	580	3,921
2008	114	126 (115)	3,177	3,455	549	3,840

^ Includes all involved persons other than drivers or passengers of motor vehicles in transport.

* All persons killed in pedestrian-involved crashes (** Pedestrians-on-foot killed).

“In 2008, 24% of the pedestrians killed were between the ages of 45 and 54.”

Table 21 Pedestrian Information by Age, 2008*

Ages	Pedestrian Fatalities		Pedestrians Involved	
	Number	Percent	Number	Percent
Under 5	6	5.2	84	2.8
5 - 9	0	0.0	176	5.9
10 - 15	3	2.6	316	10.7
16 - 19	9	7.8	281	9.5
20 - 24	9	7.8	307	10.4
25 - 29	11	9.6	213	7.2
30 - 34	7	6.1	167	5.6
35 - 39	10	8.7	183	6.2
40 - 44	8	7.0	177	6.0
45 - 49	15	13.0	236	8.0
50 - 54	13	11.3	215	7.3
55 - 59	5	4.3	161	5.4
60 - 64	4	3.5	105	3.5
65 - 69	1	0.9	63	2.1
70 - 79	8	7.0	95	3.2
80 - 99	4	3.5	66	2.2
Unknown	2	1.7	119	4.0
Total	115	100.0	2,964	100.0

*Pedestrians-on-foot

“Almost two-thirds of vehicles involved in crashes were on roads with a posted speed limit of 40 miles per hour or less when the crash occurred.”

Speed Limit

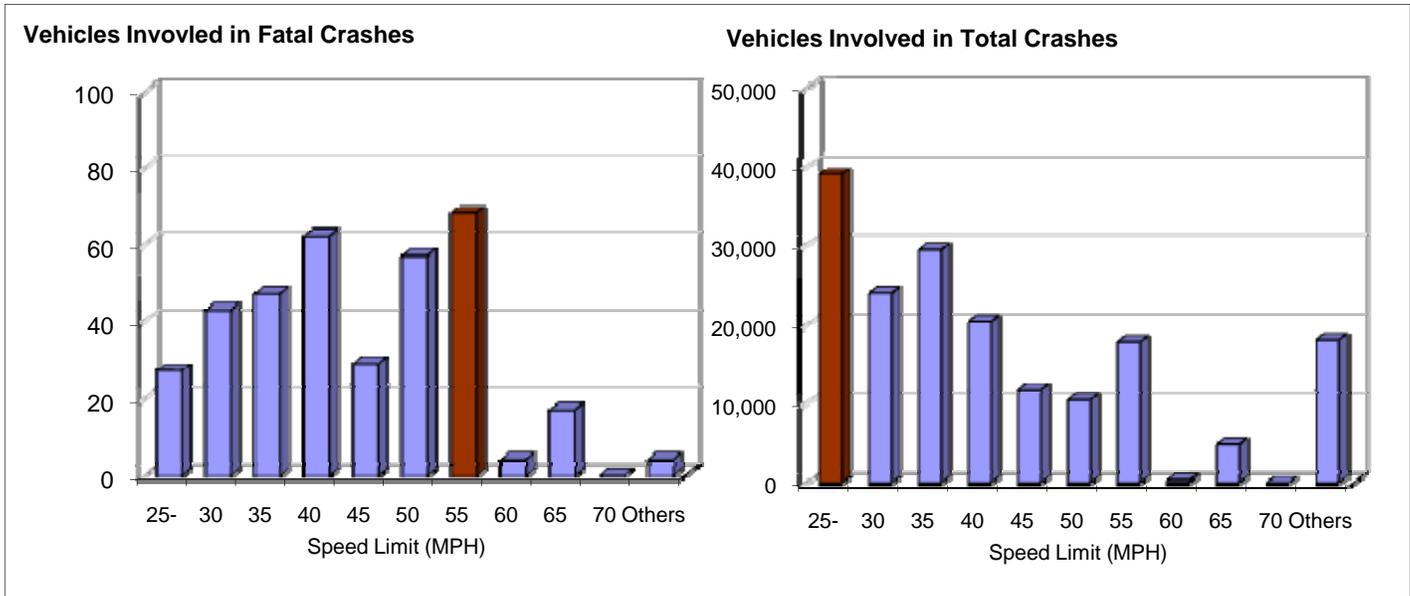
- Nearly two-thirds (64%) of vehicles involved in crashes were on roads with a posted speed limit of 40 miles per hour or less when the crash occurred.
- In 2008, 35% of the fatal crashes occurred on roads with speed limits of 50 or 55 miles per hour.

Table 22 Vehicles Involved in Fatal and Total Crashes by Posted Speed Limit, 2007-2008

Posted Speed Limits (mph)	2007 Vehicles Involved				2008 Vehicles Involved			
	In Fatal Crash.		In Total Crash.		In Fatal Crash.		In Total Crash.	
	Number	%	Number	%	Number	%	Number	%
25 or less	31	8.3	41,367	22.2	27	7.5	38,852	22.2
30	32	8.6	24,867	13.4	43	12.0	23,843	13.6
35	41	11.0	30,700	16.5	47	13.1	29,369	16.8
40	64	17.1	21,244	11.4	62	17.3	20,376	11.6
45	20	5.3	12,150	6.5	29	8.1	11,620	6.6
50	70	18.7	11,003	5.9	57	15.9	10,389	5.9
55	96	25.7	19,291	10.4	68	19.0	17,688	10.1
60	0	0.0	477	0.3	4	1.1	368	0.2
65	13	3.5	5,432	2.9	17	4.7	4,726	2.7
70	0	0.0	4	0.0	0	0.0	5	0.0
Other/ Unknown	7	1.9	19,413	10.4	4	1.1	17,968	10.3
Total	374	100.0	185,948	100.0	358	100.0	175,204	100.0

“In 2008, 35% of the fatal crashes occurred on roads with speed limits of 50 or 55 miles per hour.”

Figure 6 Vehicles Involved in Fatal and Total Crashes by Posted Speed Limit, 2008



County

“In 2008, there were more traffic fatalities in Prince George’s County than in any other jurisdiction.”

“Baltimore City had the highest number of total crashes and the highest crash rate per 10,000 population and per million VMT.”

- ❑ In 2008, there were more traffic fatalities in Prince George’s County than in any other jurisdiction.
- ❑ Baltimore City had the highest number of total crashes and the highest crash rates per vehicle miles of travel, population, licensed drivers and registered vehicles.
- ❑ Worcester County had the highest fatality rate- 3.65 per 10,000 population, more than triple the statewide rate of 1.1.

Table 23 Fatality and Total Crash Rates per VMT, Population, Licensed Driver, and Registered Vehicle by County, 2008

County	Lic. Dr.	Reg. Veh.	Pop.	VMT (million)	fatalities	Fatality Rate per **				crashes	Crash Rate per **			
						10k lic dr	10k reg veh	10k pop	100m VMT		10k lic dr	10k reg veh	10k pop	100m VMT
Allegany	50,236	63,570	72,238	813	8	1.59	1.26	1.11	0.98	706	140.5	111.1	97.7	86.8
Anne Arundel	387,583	526,358	512,790	5,759	48	1.24	0.91	0.94	0.83	8427	217.4	160.1	164.3	146.3
Baltimore	581,689	674,895	785,618	8,227	70	1.20	1.04	0.89	0.85	14259	245.1	211.3	181.5	173.3
Calvert	65,842	91,539	88,698	765	9	1.37	0.98	1.01	1.18	1167	177.2	127.5	131.6	152.5
Caroline	25,110	37,567	33,138	371	11	4.38	2.93	3.32	2.96	409	162.9	108.9	123.4	110.2
Carroll	128,850	177,486	169,353	1,273	21	1.63	1.18	1.24	1.65	1839	142.7	103.6	108.6	144.5
Cecil	72,759	94,088	99,926	1,351	17	2.34	1.81	1.70	1.26	1624	223.2	172.6	162.5	120.2
Charles	102,966	137,868	140,764	1,260	14	1.36	1.02	0.99	1.11	2524	245.1	183.1	179.3	200.3
Dorchester	23,376	32,457	31,998	396	6	2.57	1.85	1.88	1.52	450	192.5	138.6	140.6	113.6
Frederick	173,446	226,413	225,721	2,930	21	1.21	0.93	0.93	0.72	2894	166.9	127.8	128.2	98.8
Garrett	22,204	33,800	29,698	528	5	2.25	1.48	1.68	0.95	602	271.1	178.1	202.7	114.0
Harford	184,206	236,544	240,351	2,324	21	1.14	0.89	0.87	0.90	3253	176.6	137.5	135.3	140.0
Howard	215,023	247,584	274,995	3,793	22	1.02	0.89	0.80	0.58	3258	151.5	131.6	118.5	85.9
Kent	15,426	21,484	20,151	220	6	3.89	2.79	2.98	2.73	208	134.8	96.8	103.2	94.5
Montgomery	726,454	737,573	950,680	7,443	52	0.72	0.71	0.55	0.70	11925	164.2	161.7	125.4	160.2
Prince Georges	561,037	627,715	820,852	8,719	129	2.30	2.06	1.57	1.48	14289	254.7	227.6	174.1	163.9
Queen Annes	35,269	54,568	47,091	924	11	3.12	2.02	2.34	1.19	640	181.5	117.3	135.9	69.3
St. Marys	71,892	102,348	101,578	822	16	2.23	1.56	1.58	1.95	1402	195.0	137.0	138.0	170.6
Somerset	14,355	21,041	26,119	289	1	0.70	0.48	0.38	0.35	274	190.9	130.2	104.9	94.8
Talbot	29,640	42,718	36,215	614	7	2.36	1.64	1.93	1.14	770	259.8	180.3	212.6	125.4
Washington	104,698	138,246	145,384	2,055	16	1.53	1.16	1.10	0.78	2399	229.1	173.5	165.0	116.7
Wicomico	69,063	91,623	94,046	1,008	14	2.03	1.53	1.49	1.39	1836	265.8	200.4	195.2	182.1
Worcester	42,240	56,977	49,274	644	18	4.26	3.16	3.65	2.80	1133	268.2	198.9	229.9	175.9
Baltimore City	318,385	279,469	636,919	3,619	49	1.54	1.75	0.77	1.35	19060	598.6	682.0	299.3	526.7
Maryland	4,021,749	4,753,931	5,633,597	56,147	592	1.47	1.25	1.05	1.05	95,348	237.1	200.6	169.2	169.8

1. Source: *Maryland Department of Planning † Maryland Motor Vehicle Administration

2. ** Fatality and Total Crash rates per VMT are calculated per 100 Million Vehicle Miles of Travel

Fatality and Total Crash rates per Population/Licensed Drivers/Registered Vehicles are calculated per 10,000

Maryland Department of Transportation
State Highway Administration
Office of Traffic and Safety
Maryland Highway Safety Office

University of Maryland Baltimore
National Study Center for Trauma and EMS
Baltimore, MD

***Driving Safely
in Maryland***

Maryland Crash Outcome Data Evaluation
System

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