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NEW JERSEY TRAFFIC ACCIDENT FACTS

1965 EDITION

STATE OF NEW JERSEY
ARTHUR J. SILLS
ATTORNEY GENERAL

OPEN LETTER TO THE PUBLIC:

What are the causes of traffic accidents?

Defects in the roads? Occasionally.

A defective vehicle? Sometimes.

The human factor? Almost always.

These questions and answers come to mind in studying the sad statistics in ACCIDENT FACTS.

Engineers try to make roads "mistake proof."

Owner care, coupled with State inspection, can help eliminate or minimize vehicle defects.

YOU can aid in reducing accidents caused by the human factor.

Your actions in traffic may largely determine what statistics will be in a future edition of ACCIDENT FACTS.

Very truly yours,

Arthur J. Sills,
Attorney General

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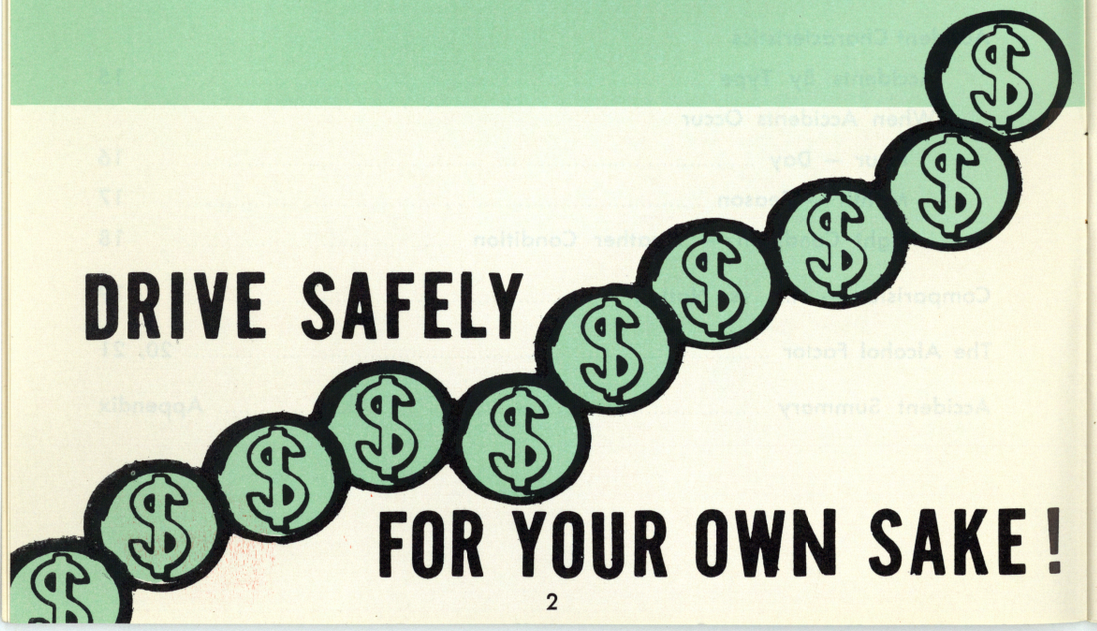
THE RECORD

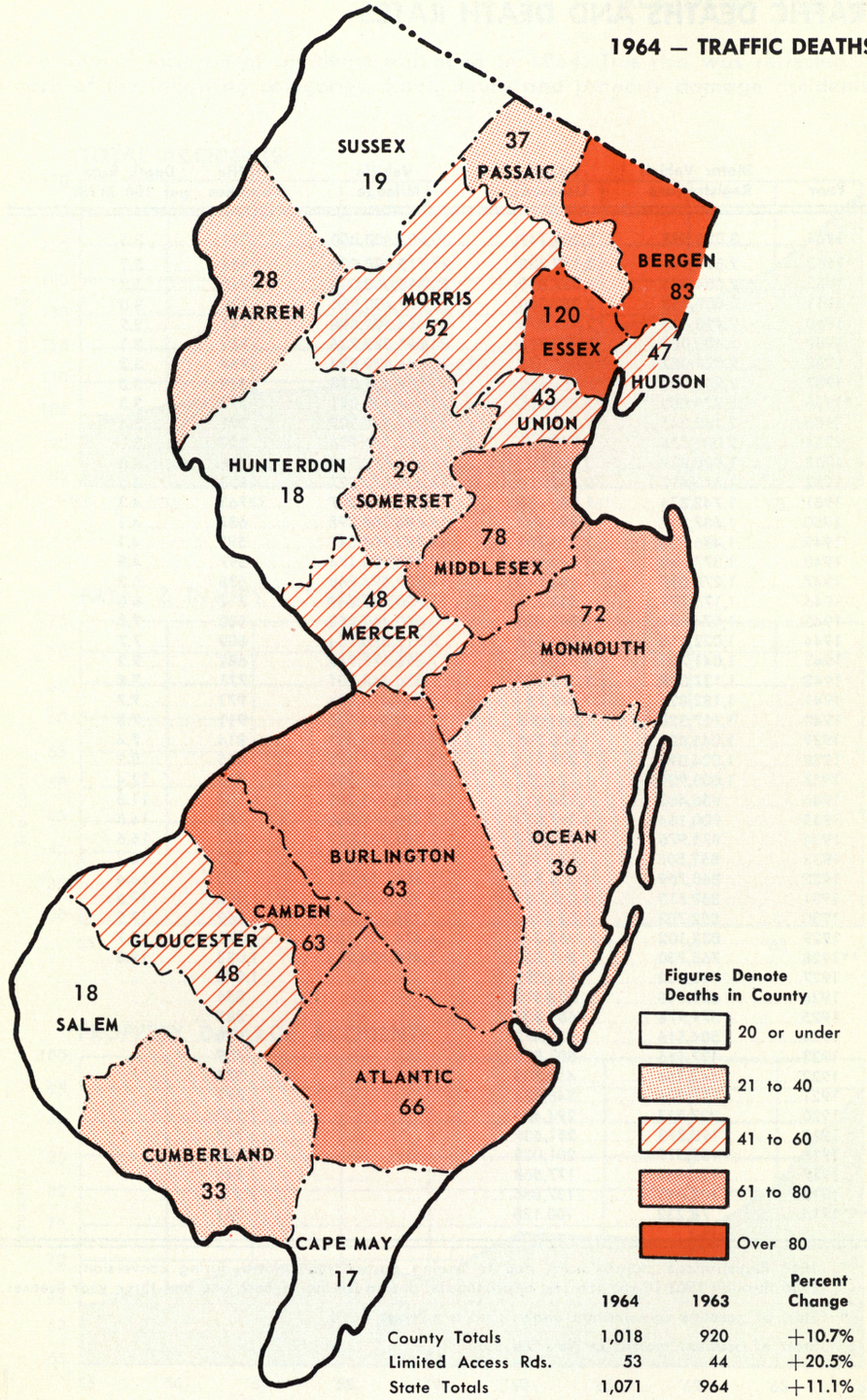
COMPARISON 1964 - 1963

Every 3.1 minutes a traffic accident occurs on the highways and streets of New Jersey resulting in:

		Percent Change Over 1963
Total Accidents	167,717	+15.8%
Fatal Accidents	962	+13.6%
Persons Killed	1,071	+11.1%
Injury Accidents	71,009	+13.0%
Persons Injured	112,861	+13.6%
Property Damage Accidents	95,746	+18.0%
Economic Loss	$181,867,581.00	+ 6.8%



1964 — TRAFFIC DEATHS



	1964	1963	Percent Change
County Totals	1,018	920	+10.7%
Limited Access Rds.	53	44	+20.5%
State Totals	1,071	964	+11.1%

TRAFFIC DEATHS AND DEATH RATES

Year	Motor Vehicle Registrations	Drivers Licensed	Vehicle Mileage	Traffic Fatalities	Death Rate per 100 MVM
1964	3,036,595	3,309,749	30,993,600,000	1,071	3.5
1963	2,822,123	3,179,433	29,715,800,000	964	3.2
1962	2,684,391	3,057,350	28,310,000,000	910	3.2
1961	2,607,453	*2,980,000	25,597,490,000	779	3.0
1960	2,498,636	*2,881,676	25,454,502,898	741	2.9
1959	2,400,000	*2,794,320	24,861,535,726	762	3.1
1958	2,327,022	*2,663,789	23,264,579,874	754	3.2
1957	2,246,920	*2,562,272	23,566,363,075	833	3.5
*1956	2,225,000	*2,500,000	23,662,127,611	772	3.3
1955	2,142,845	2,388,727	22,933,378,202	791	3.4
1954	2,001,076	2,280,479	21,251,011,755	807	3.8
1953	1,900,829	2,185,554	19,666,759,957	784	4.0
1952	1,811,417	2,082,770	18,539,172,327	838	4.5
1951	1,742,376	1,986,458	17,771,709,007	763	4.3
1950	1,637,212	1,890,797	16,686,708,298	687	4.1
1949	1,486,304	1,778,708	14,283,707,347	592	4.1
1948	1,377,740	1,682,969	13,238,906,174	597	4.5
1947	1,270,037	1,602,210	12,379,594,968	638	5.2
1946	1,175,172	1,538,270	11,820,285,048	712	6.0
1945	1,074,430	1,342,038	8,660,467,283	630	7.3
1944	1,022,918	1,184,616	7,917,080,964	609	7.7
1943	1,041,759	1,210,297	7,396,178,946	682	9.2
1942	1,137,392	1,363,052	9,856,658,201	771	7.8
1941	1,182,824	1,447,751	12,547,678,884	971	7.7
1940	1,117,320	1,365,036	11,660,324,130	911	7.8
1939	1,045,604	1,300,795	11,021,528,531	814	7.4
1938	1,024,096	1,259,016	10,542,387,115	865	8.2
1937	1,008,909	1,224,557	10,342,204,509	1,278	12.4
1936	956,482	1,155,214	9,354,395,258	1,107	11.8
1935	900,164	1,097,072	8,210,819,058	1,188	14.5
1934	875,978	1,065,990	7,381,903,022	1,227	16.6
1933	851,502	1,043,185	7,108,655,346	1,185	16.7
1932	860,769	1,054,588	7,206,159,077	1,180	16.4
1931	869,613	1,063,062	7,420,425,532	1,302	17.5
1930	852,703	1,024,166	7,106,906,404	1,269	17.9
1929	832,102	965,242	6,474,829,504	1,275	19.7
**1928	765,730	881,552	5,490,504,214	1,088	19.8
1927	712,402	814,593		1,042	
1926	651,416	739,519		856	
1925	579,978	661,306		845	
1924	504,516	581,472		850	
1923	427,166	501,518		759	
1922	342,266	410,700		527	
1921	272,994	348,886		397	
1920	227,737	294,438		322	
1919	190,873	251,539		243	
1918	163,519	201,022		197	
1917	134,964	177,568		245	
1916	104,341	137,855		215	
***1915	78,232	100,126		241	

* 1956 Registrations, approximate, due to issuing partial year plates during conversion.
1956 through 1961 Driver licenses, approximate, due to issuing of both one and three year licenses.

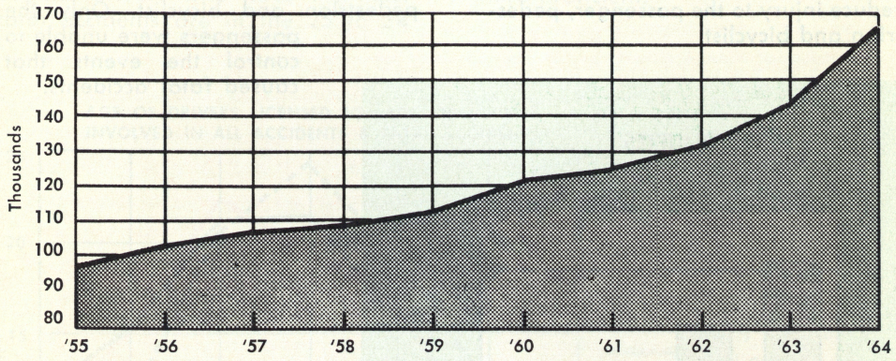
** Start of gasoline consumption analysis on a mileage basis.

*** Start of accident records in New Jersey.

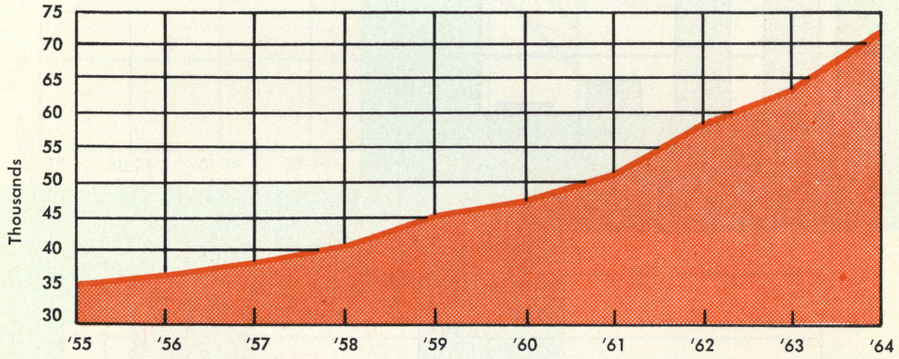
ACCIDENT TRENDS

The annual incerase of accidents continued in 1964. This rise was reflected in each of the following categories, fatal, injury and property damage accidents.

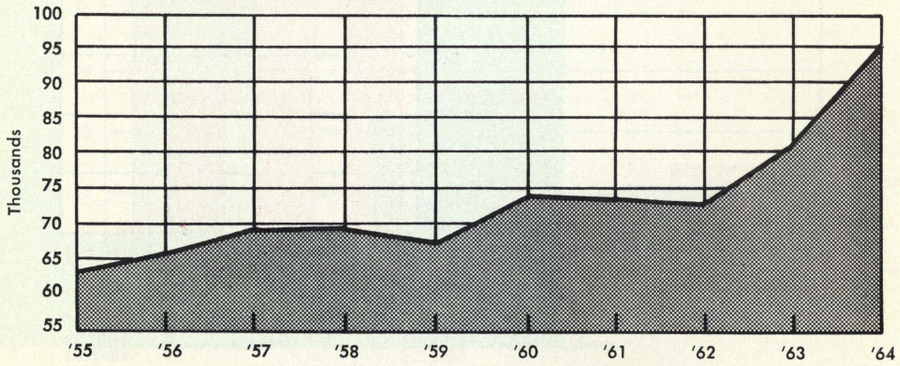
TOTAL ACCIDENTS



FATAL & INJURY ACCIDENTS



PROPERTY DAMAGE ACCIDENTS



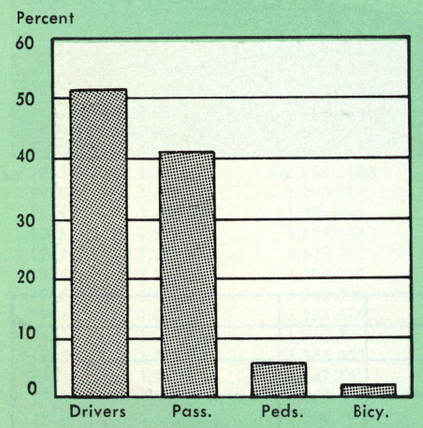
THE HUMAN FACTOR

THE DRIVER

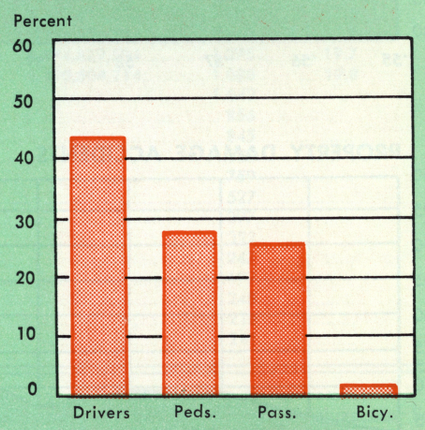
Drivers should refrain from taking foolish chances, first of all to protect themselves. In doing so they can also reduce injury to the passenger, pedestrian and bicyclist.

A great percentage of the fatalities might have been prevented if caution had been observed by the driver, pedestrian and bicyclist. Only the passengers were unable to control the events that caused fatal accidents.

INJURIES

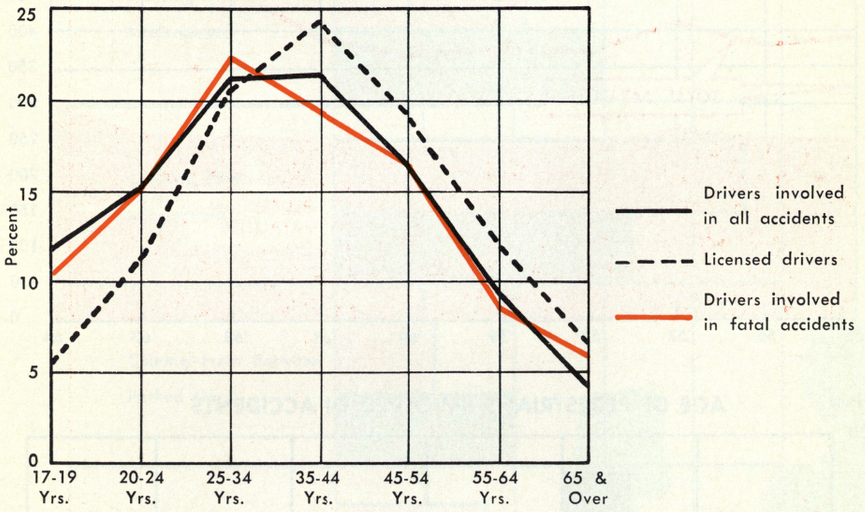


FATALITIES

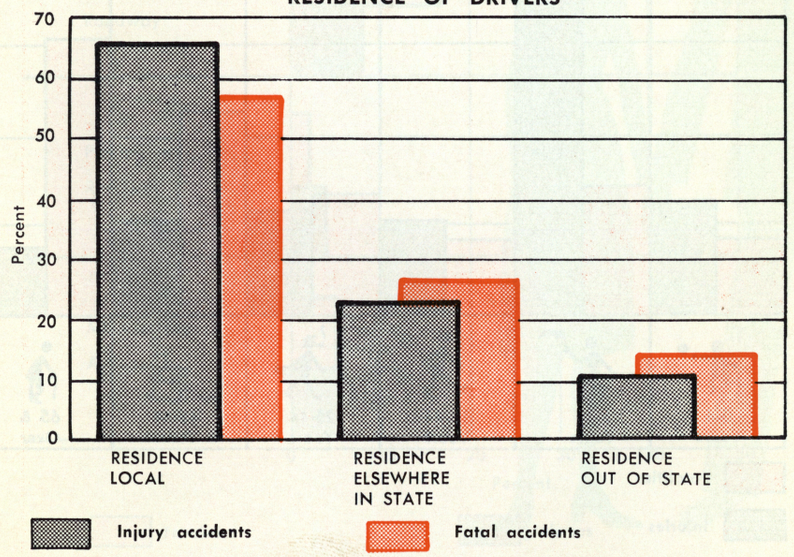


The greatest number of licensed drivers are from 35 to 44 years of age, but the drivers who have the most fatal accidents are in the 25 to 34 year age group. As drivers become more experienced, they become more proficient.

AGE OF DRIVERS LICENSED VS. AGE OF DRIVERS INVOLVED IN ALL ACCIDENTS & FATAL ACCIDENTS



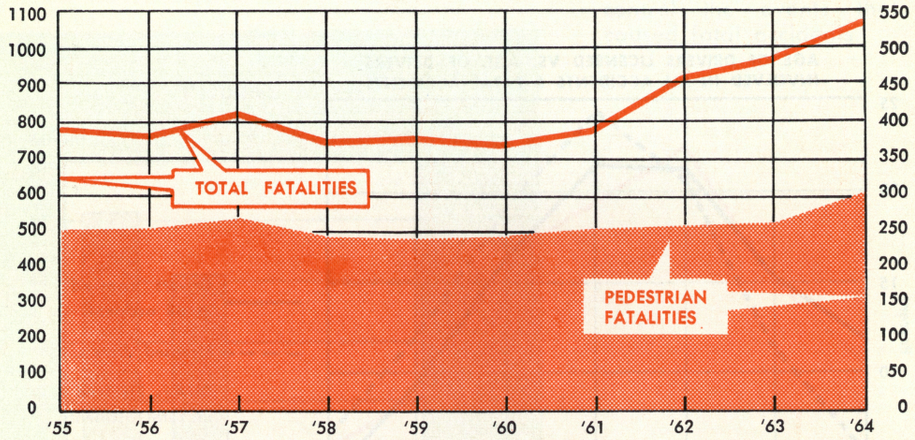
RESIDENCE OF DRIVERS



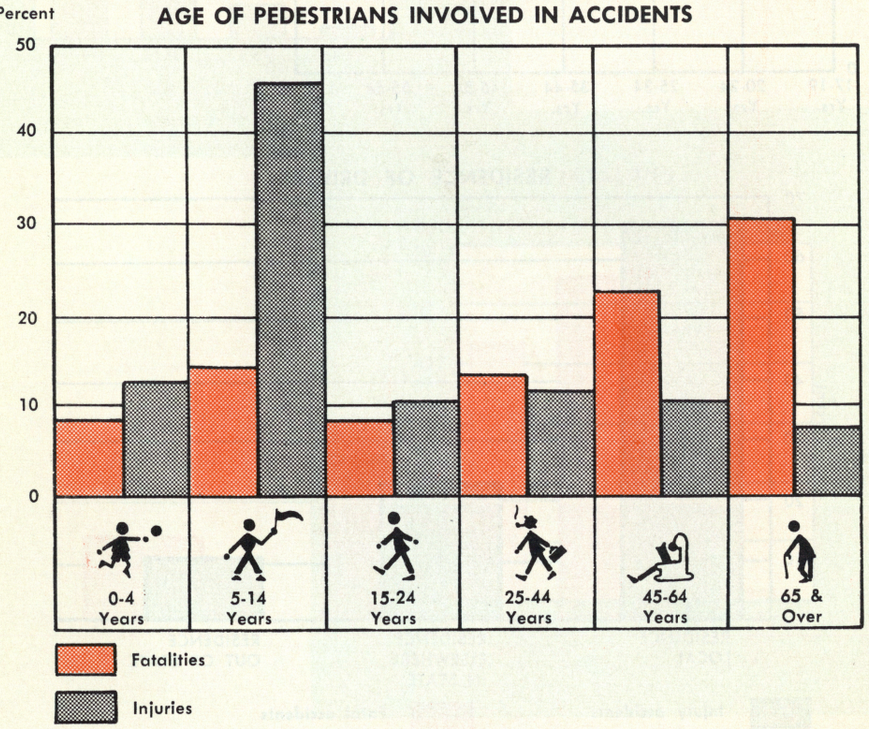
THE PEDESTRIAN

Pedestrian accident statistics differ from driver statistics in the way they are distributed. The pedestrian group that was injured the most is that from 5 to 14 years of age. However, pedestrian fatalities fall predominately into the group of 65 and older, which comprises almost one third of the total fatalities. As opposed to driver responsibility, pedestrians become less capable as they grow older.

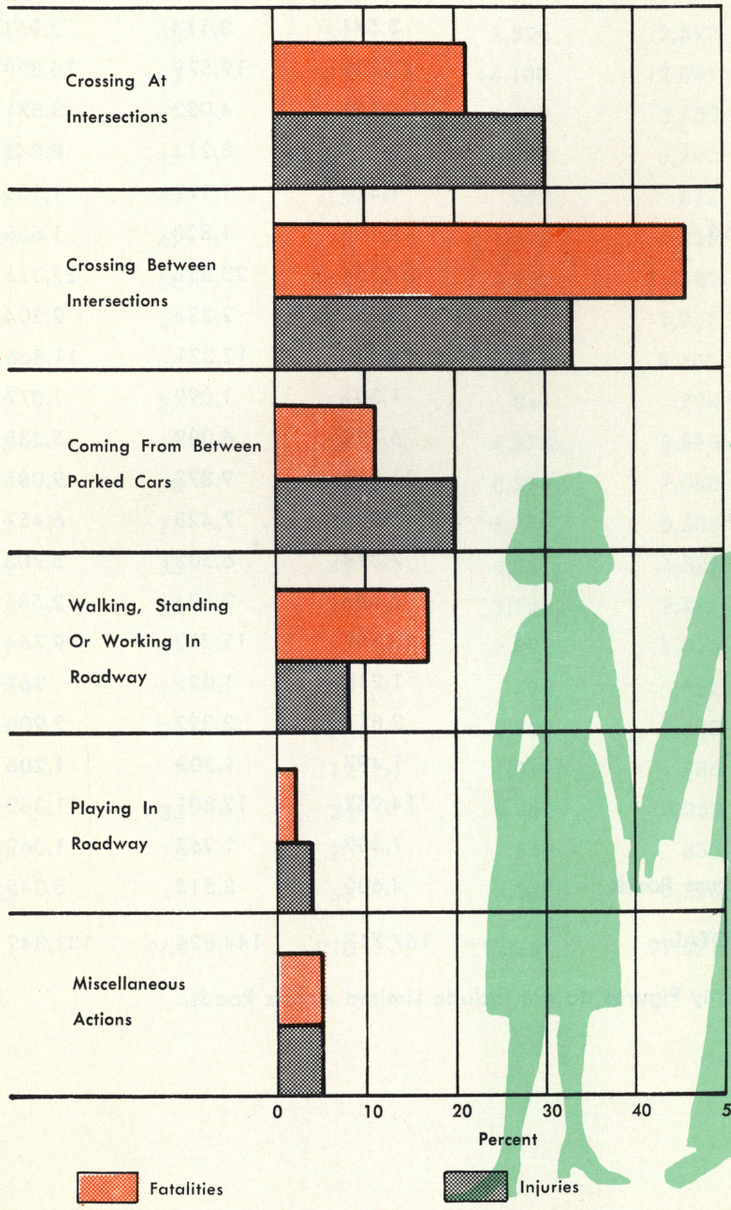
PEDESTRIAN FATALITIES VS. TOTAL FATALITIES



AGE OF PEDESTRIANS INVOLVED IN ACCIDENTS



HOW PEDESTRIAN FATALITIES & INJURIES OCCUR



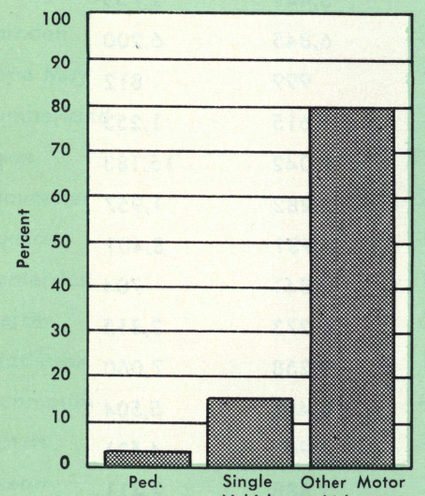
COUNTY MOTOR VEHICLE ACCIDENT STATISTICS 1964 - 1963 - 1962

COUNTY	TOTAL ACCIDENTS			TOTAL KILLED			TOTAL INJURED		
	1964	1963	1962	1964	1963	1962	1964	1963	1962
Atlantic	3,541	3,114	2,961	66	63	59	2,826	2,892	2,620
Bergen	22,320	19,579	16,829	83	83	71	14,180	12,841	11,405
Burlington	4,751	4,032	3,571	63	47	52	3,449	2,755	2,539
Camden	9,114	8,214	8,045	63	65	43	6,845	6,200	5,886
Cape May	1,524	1,171	1,035	17	19	15	999	812	779
Cumberland	2,188	1,828	1,658	33	47	26	1,615	1,253	1,221
Essex	27,354	23,838	22,315	120	80	104	17,042	15,183	14,345
Gloucester	2,727	2,334	2,204	48	43	41	2,282	1,957	1,694
Hudson	14,051	12,321	11,866	47	55	63	8,931	8,401	7,756
Hunterdon	1,301	1,099	1,077	18	22	17	841	704	700
Mercer	6,799	6,088	5,335	48	39	36	4,273	3,815	3,410
Middlesex	11,833	9,873	9,087	78	58	49	8,258	7,060	6,632
Monmouth	8,975	7,423	6,457	72	72	70	6,488	5,504	5,298
Morris	7,314	6,503	5,703	52	35	43	4,901	4,521	3,898
Ocean	3,554	2,874	2,585	36	37	29	2,883	2,411	2,114
Passaic	12,869	11,232	9,764	37	49	34	7,891	7,025	6,493
Salem	1,218	1,025	967	18	17	25	795	652	631
Somerset	3,811	3,392	2,908	29	33	19	2,703	2,392	2,040
Sussex	1,497	1,303	1,206	19	7	12	1,019	885	860
Union	14,967	12,801	11,362	43	33	26	9,484	8,053	7,251
Warren	1,409	1,267	1,069	28	16	20	849	833	746
Limited Access Roads	4,600	3,515	3,345	53	44	56	4,307	3,228	3,225
STATE TOTAL	167,717	144,826	131,349	1,071	964	910	112,861	99,377	91,543

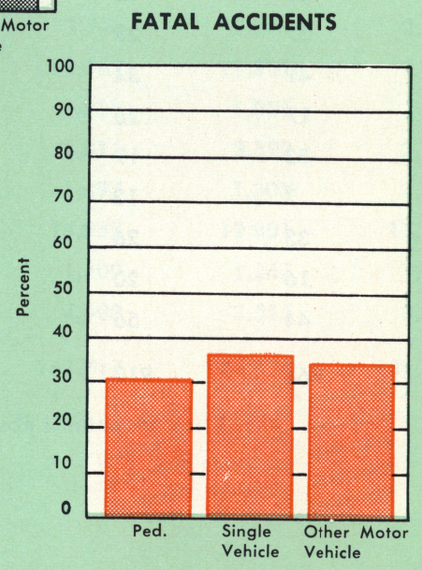
NOTE: County Figures do not include Limited Access Roads.

Collision with other motor vehicles account for 80% of total accidents while in fatal accidents the percentage is almost evenly divided in the three catagories, those involving the pedestrian, other motor vehicles and the single vehicle accident.

ALL ACCIDENTS



FATAL ACCIDENTS

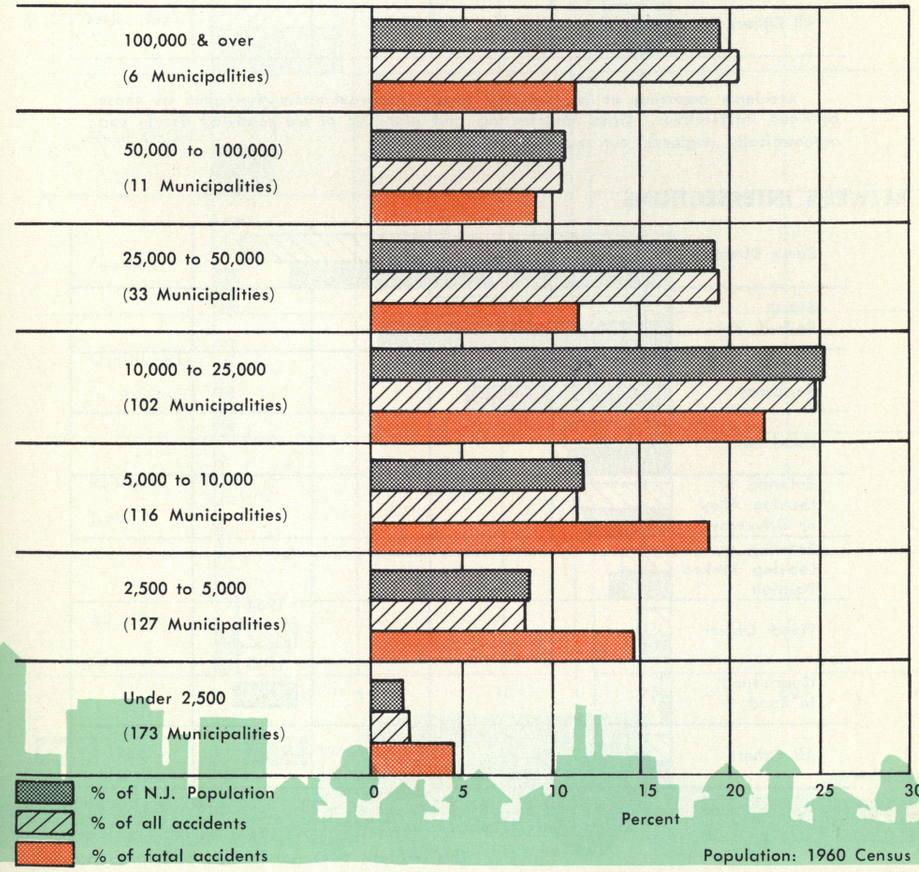


ROADWAY SYSTEM

Roadway System	% of Miles of Roadway	% of Fatal Accidents	% of Injury Accidents	% of Property Damage Acc.
State Highway	6.1	41.0	31.1	26.2
Limited Access	1.1	4.9	3.0	2.5
County Roads	20.9	34.6	32.4	31.7
Municipal Sts. & Rds.	71.9	19.5	33.5	39.6

Road Mileage Percent: 1964 State Hwy. Estimates

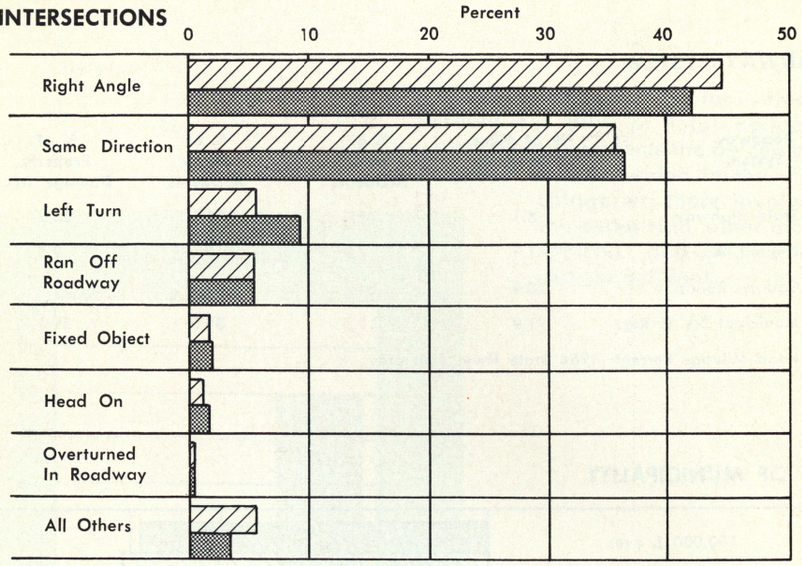
SIZE OF MUNICIPALITY



Population: 1960 Census

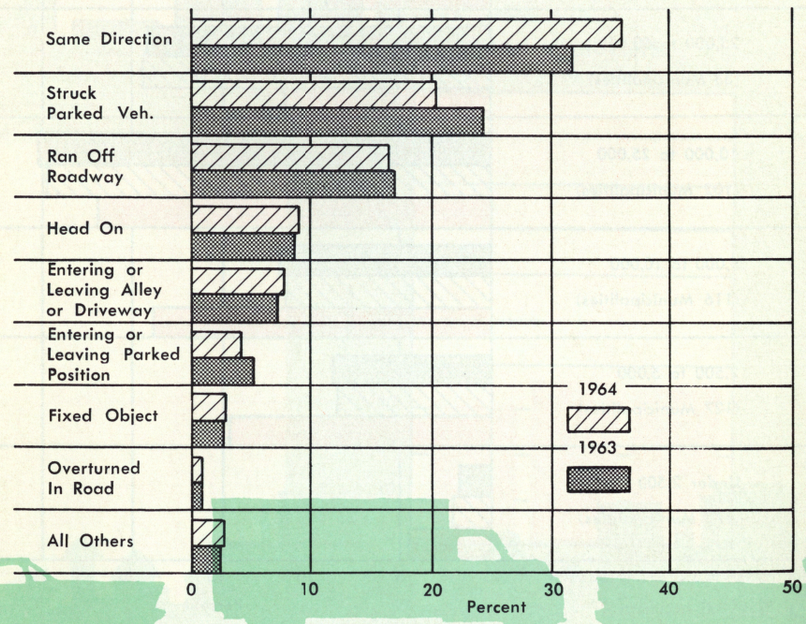
THE ROADWAY FACTOR

AT INTERSECTIONS



Accidents occurring at intersections happen approximately the same as those between intersections. Good engineering and planning of the roadway design can automatically engineer out many of these accidents.

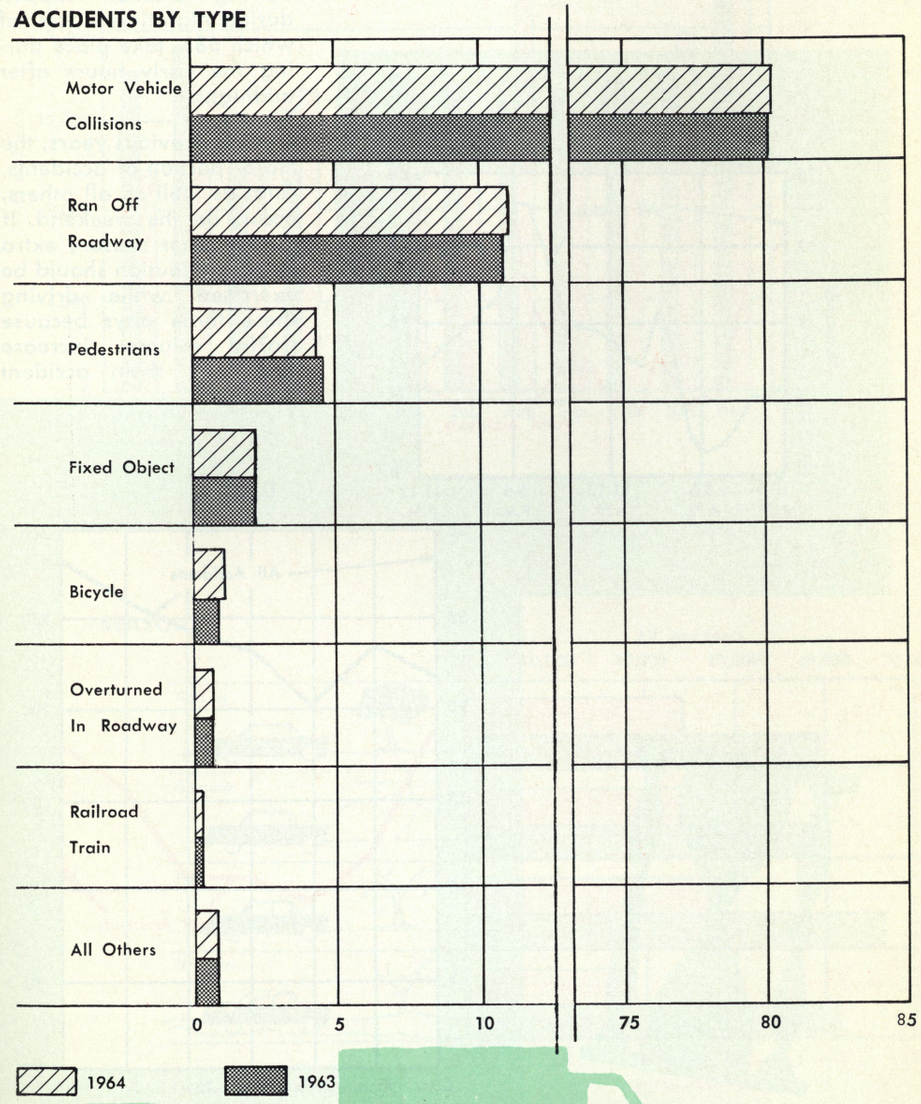
BETWEEN INTERSECTIONS



This analysis does not include pedestrian accidents.

ACCIDENT CHARACTERISTICS

ACCIDENTS BY TYPE

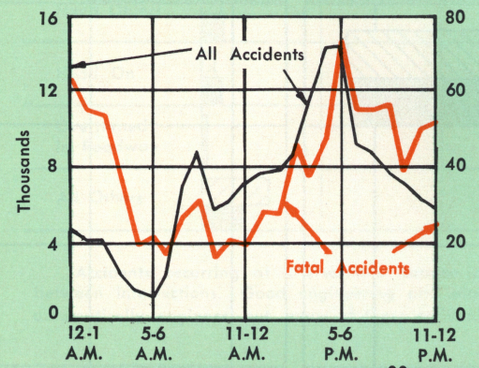


WHEN ACCIDENTS OCCUR

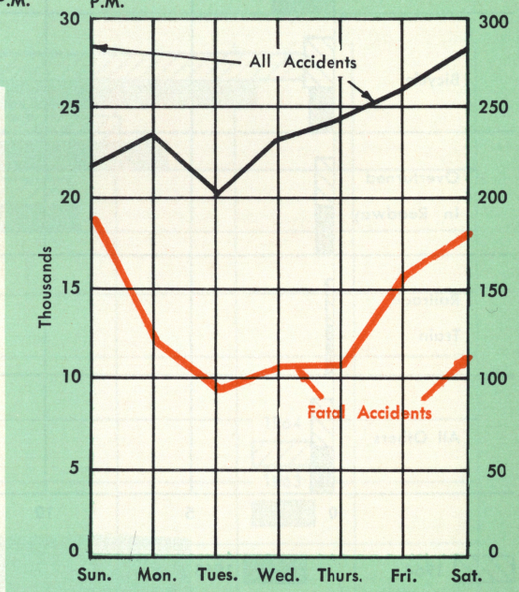
Although the most accidents occur during the peak hour of traffic from 5 to 6 P.M., this is not true of fatal accidents. There are several hours of prime occurrence for fatal accidents, most of which are after midnight. It has been determined that 82% of fatal accidents, involving alcohol happen during nighttime hours, of which 58% take place during the early hours after midnight.

As in previous years, the major portion of accidents, fatal as well as all others, occurs on the weekend. If for no other reason, extra care and caution should be exercised while driving these three days because traffic volumes increase and with them accident potential.

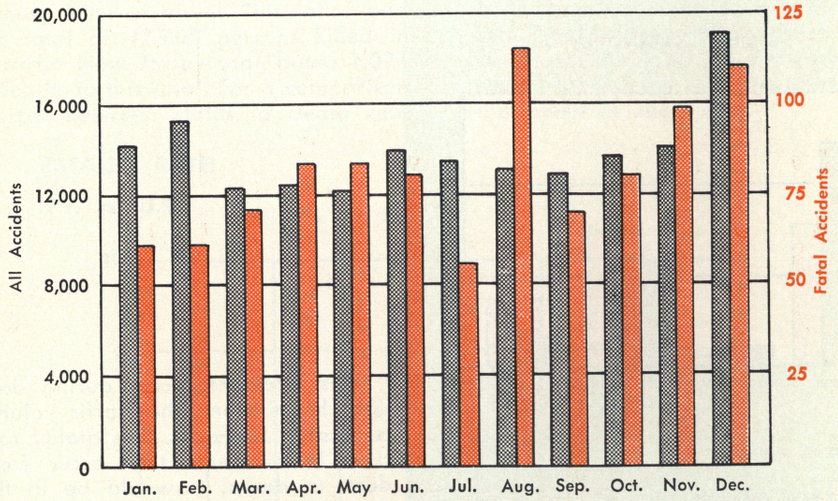
HOUR



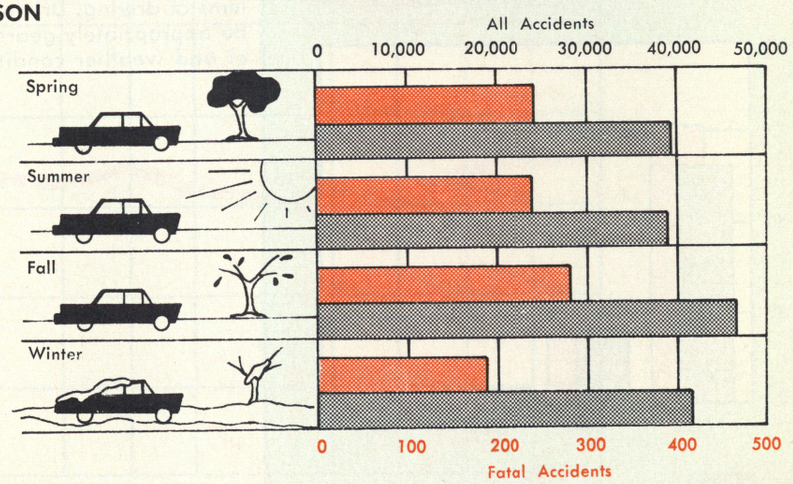
DAY



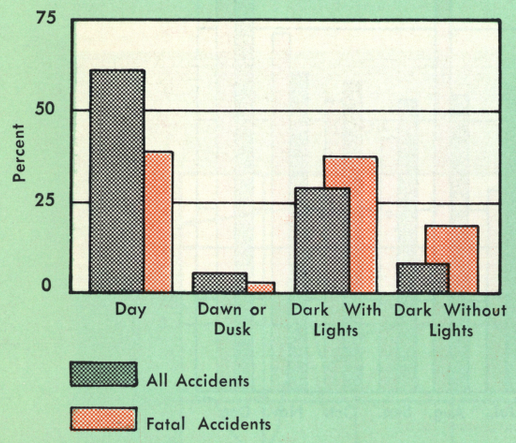
MONTH



SEASON

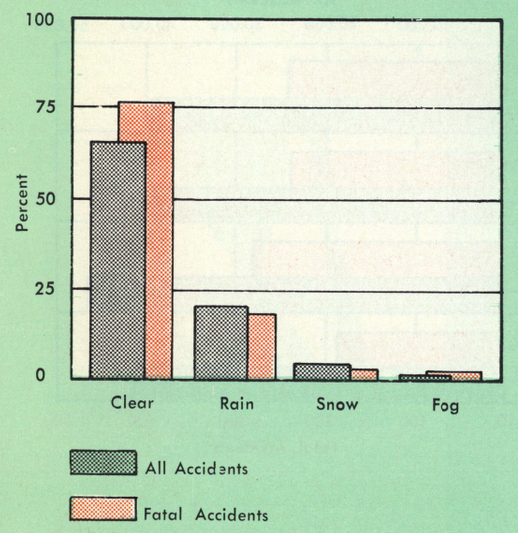


LIGHT CONDITION



Most accidents occur during daylight hours when the traffic volume is greater. However, the fatality rate rises in accidents that occur from dusk to dawn. It would be in the interest of safety if drivers exercised additional caution during the night hours.

WEATHER CONDITION



Most travel and accidents occur when the weather is clear. Inclement weather, however, adds to the problems of driving. Driving habits should be appropriately geared to both travel and weather conditions.

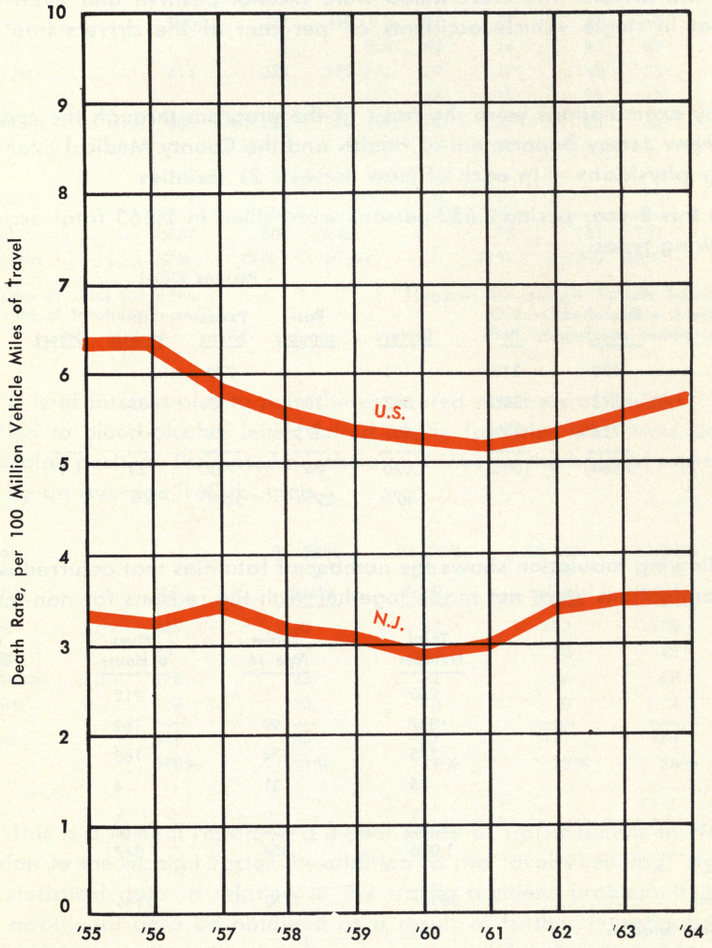
COMPARISON — N.J. vs. NATION

During the year 1964 there was a total of 840 billion miles of travel logged on roads in the nation. New Jersey accounted for 30 billion of these miles of travel. The nation had a total of 47,700 persons killed in traffic. New Jersey contributed 1,071 deaths to this total. For a comparison basis between states, a death rate is computed by the rate of deaths per 100 million vehicle miles of travel.

Below is a ten year comparison of N. J. versus the nation. It suffices to say that although N. J., a corridor state and the most heavily travelled state in the union, it ranks as one of the lowest in death rate.

FATALITY RATE:

N.J. vs. U.S.



THE ALCOHOL FACTOR

Alcohol has been called the most significant single factor in traffic deaths! A 3-year research study conducted in New Jersey (1961-1963) disclosed that 51 per cent of the traffic fatalities tested during this period were alcohol positive — or stated another way "had been drinking prior to the accident." Similar findings have been obtained in a number of other states where alcohol studies have been conducted.

Since 1963, reports on fatal accidents throughout New Jersey show that 57 per cent of the drivers who were killed were alcohol positive and even more startling that in single vehicle accidents 67 per cent of the drivers had been drinking.

Autopsy examinations were the basis of the program through the cooperation of the New Jersey Department of Health and the County Medical Examiners — or County physicians — in each of New Jersey's 21 counties.

During this 3-year period 2,653 persons were killed in 2,363 fatal accidents of the following types:

			Persons Killed					
Type of Accident	No. of Acc.	%	Drivers	Passengers	Pedestrians	Bicyclists	Others	Total
Pedestrian	739	31%	1	....	743	....	....	744
Single Vehicle	898	38%	568	388	17	38	1*	1,012
Other Vehicle	726	31%	501	373	22	1	....	897
Total	2,363	100%	1,070	761	782	39	1*	2,653
Per cent			40%	29%	30%	1%	....	100%

*Equestrian

The following tabulation shows the number of fatalities that occurred where autopsy examinations were **not** made together with the reasons for non-testing:

Fatalities	Total Number	Under Age 16	Over 6 Hours	Misc. Reasons
Drivers	250	....	212	38
Passengers	347	99	162	86
Pedestrians	373	174	168	31
Bicyclists	35	31	4	....
Others	1	....	1	....
Total	1,006	304	547	155
Per cent of Persons Killed	38%*	11%	21%	6%

*Per cent of total fatalities

In addition to persons under 16 years of age, tests were not performed if the person died more than six hours after the accident occurred nor where body fluids were not available for testing due to fire following the accident or because of contaminations of bodily fluids.

Of the traffic fatalities tested in this 3-year research study, the following findings were obtained:

					Blood Alcohol Levels			
Fatalities Tested	Total Number	Negative	Positive‡		.01-.04%	.05-.09%	.10-.14%	.15-.24%	.25% & Over
Drivers	820	351	469	S.V. 307	29	55	66	118	39
				O.V. 162	14	32	39	57	20
Passengers	414	221	193	S.V. 137	17	40	35	32	13
				O.V. 56	12	13	15	10	6
Pedestrians	409	233	176	Ped. 172	21	20	36	68	27
				S.V. 2	2	....	....	....	....
				O.V. 2	....	1	....	1	....
Bicyclists	4	2	2	S.V. 2	....	....	....	2	....
Total	1,647	807	840		95	161	191	288	105
Per cent	62%*	49%†	51%†		11%	19%	23%	34%	13%

*Per cent of total fatalities.
†Per cent of fatalities tested.

‡Legend: S.V.—Single Vehicle Accidents.
O.V.—Other Vehicle Accidents.
Ped.—Pedestrian Accidents.

It is of interest also to note the estimated numbers of "drinks" consumed in relation to blood-alcohol levels found of the fatalities who were determined to be alcohol positive. Estimated numbers of drinks on the basis of normal consumption by an average 160-lb. man.

Alcohol-Positive Fatalities	No.	.01-.04% 1-2 drinks	.05-.09% 3-4 drinks	.10-.14% 5-6 drinks	.15-.24% 7-10 drinks	.25% & over 11 drinks & over
Drivers	469	43	87	105	175	59
Passengers	193	29	53	50	42	19
Pedestrians	176	23	21	36	69	27
Bicyclists	2	0	0	0	2	0
Total	840	95	161	191	288	105
	100%	11%	19%	23%	34%	13%

This is a factual report on a 3-year study of traffic deaths in New Jersey in relation to the alcohol factor. In addition to the "overwhelming" significance of this statistical data in relation to the traffic accident problem it is imperative that additional data be obtained as a result of further investigation of drivers involved in serious accidents who are not tested for the alcohol factor.

STATE OF NEW JERSEY
DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES
TRAFFIC SAFETY SERVICE

SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENTS

SUMMARY REPORT OF ALL ACCIDENTS

Legally reportable accidents are those involving death, injury, or damage to property of any one person in excess of $100.00.

PERIOD YEAR 1964

This summary includes reports and information available on 5/23/65

1. TYPE OF ACCIDENT		Number of Accidents				Number of Persons				
		Total	Fatal	Injury	Property Damage	Total Killed	Injured Total	Injured a	Injured b	Injured c
Collision of Motor Vehicle with	1. Pedestrian	6974	287	6687	-	289	6923	2104	2639	2180
	2. Other motor vehicle	134747	332	51582	82833	396	88384	14652	23343	50389
	3. Railroad train	126	16	70	40	21	102	37	33	32
	4. Bicycle	1924	17	1907	-	17	2022	553	968	501
	5. Animal	483	-	55	428	-	70	23	21	26
	6. Fixed object	3483	37	1194	2252	43	1789	723	550	516
	7. Other object	262	2	76	184	2	129	45	23	61
	8. Ran off road	18265	260	8546	9459	292	12273	5822	3813	2638
	9. Overturned in road	821	6	473	342	6	676	228	276	170
	10. Other non-collision	632	5	419	208	5	493	138	174	181
	Totals	167717	962	71009	95746	1071	112861	24325	31842	56694

Note: Severity of Injury. The three categories a, b, and c follow the manual of Uniform Definitions of Motor Vehicle Accidents:
a. Visible signs of injury, as bleeding wound or distorted member; or had to be carried from scene.
b. Other visible injury as bruises, abrasions, swelling, limping, etc.
c. No visible injury but complaint of pain or momentary unconsciousness.

2. CUMULATIVE MILEAGE RATES			
Rates per 100,000,000 Vehicle Miles	This Year to Date	Last Year Same Per.	Percent Change
1. Number of Traffic Deaths	1,071	964	+ 11.1%
2. No. Fatal & Injury Accidents	71,971	63,709	+ 13.0%
3. Estimated Motor Vehicle Mileage Traveled (Millions)	30,994	29,716	+ 4.3%
4. Death Rate	3.5	3.2	+ 9.4%
5. Fatal Accident Rate	3.1	2.9	+ 6.9%
6. Fatal & Injury Accident Rate	232.	214.	+ 8.4%

3. COMPARATIVE TOTALS		Same Month Last Year							This Year to Date			Same Period Last Year			Percent Change Cumulative Death Rec.
		Number of Accidents				Number of Persons		Percent Change Death Rec.							
		Total	Fatal	Injury	Property Damage	Killed	Injured		Accidents	Killed	Injured	Accidents	Killed	Injured	
Collision of Motor Vehicle with	1. Pedestrian	-	-	-	-	-	-	-	6974	289	6923	6498	253	6512	+ 14.2%
	2. Other motor vehicle	-	-	-	-	-	-	-	134747	396	88384	116215	316	77953	+ 25.3%
	3. Railroad train	-	-	-	-	-	-	-	126	21	102	101	9	82	+133.3%
	4. Bicycle	-	-	-	-	-	-	-	1924	17	2022	1425	9	1490	+ 88.9%
	5. Animal	-	-	-	-	-	-	-	483	-	70	429	-	70	N.C.
	6. Fixed object	-	-	-	-	-	-	-	3483	43	1789	3005	31	1545	+ 38.7%
	7. Other object	-	-	-	-	-	-	-	262	2	129	188	1	116	+100.0%
	8. Ran off road	-	-	-	-	-	-	-	18265	292	12273	15657	333	10515	- 12.3%
	9. Overturned in road	-	-	-	-	-	-	-	821	6	676	702	6	581	N.C.
	10. Other non-collision	-	-	-	-	-	-	-	632	5	493	606	6	513	- 16.7%
	Totals	-	-	-	-	-	-	-	167717	1071	112861	144826	964	99377	+ 11.1%

4. LOCATION OF ACCIDENTS BY:		A. Trafficways Administered by Governmental Agencies: State Highway Dept., counties, cities, towns, villages, etc.						B. Trafficways Administered by Independent Agencies: Turnpike, parkway, military, freeway authorities and commissions, etc.					
		Number of Accidents				Number of Persons		Number of Accidents				Number of Persons	
Population Groups:		Total	Fatal	Injury	Property Damage	Killed	Injured	Total	Fatal	Injury	Property Damage	Killed	Injured
All areas are incorporated municipalities.	Rural Below 2,500	6487	82	2890	3515	92	4983	507	6	211	290	6	393
	URBAN 1. 2,500 to 5,000	11785	137	5222	6426	153	8717	186	4	94	88	5	194
	URBAN 2. 5,000 to 10,000	21151	170	8977	12004	194	14416	568	6	244	318	6	472
	URBAN 3. 10,000 to 25,000	40222	215	17037	22970	235	27295	1111	15	527	569	17	1064
	URBAN 4. 25,000 to 50,000	30987	119	13017	17851	132	20272	511	6	252	253	6	596
	URBAN 5. 50,000 to 100,000	17724	73	7523	10128	76	11387	1104	7	510	587	10	1021
	URBAN 6. 100,000 and over	34761	119	14213	20429	136	21484	613	3	292	318	3	567
	Total Urban	156630	833	65989	89808	926	103571	4093	41	1919	2133	47	3914
	Total urban and rural	163117	915	68879	93323	1018	108554	4600	47	2130	2423	53	4307
Road System													
1. State Highways		47561	394	22047	25120	458	37891	-	-	-	-	-	-
2. Limited access roads		-	-	-	-	-	-	4600	47	2130	2423	53	4307
3. County Roads		53684	333	23030	30321	356	35789	-	-	-	-	-	-
4. Municipal Streets		61872	188	23802	37882	204	34874	-	-	-	-	-	-
Totals		163117	915	68879	93323	1018	108554	4600	47	2130	2423	53	4307

5. TIME Hour beginning		Total		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Not Stated	
		All	Fatal	All	Fatal	All	Fatal	All	Fatal	All	Fatal	All	Fatal	All	Fatal	All	Fatal	All	Fatal
Before Noon	0. Midnight	4758	64	479	6	324	7	428	6	482	8	605	9	1190	15	1259	13	-	-
	1. 1:00	4139	55	349	4	256	4	322	3	396	4	421	8	1142	18	1253	14	-	-
	2. 2:00	4124	54	313	4	213	3	329	5	340	4	414	6	1216	16	1299	16	-	-
	3. 3:00	2633	40	171	2	149	2	216	3	204	3	263	4	767	6	863	20	-	-
	4. 4:00	1363	20	106	2	87	2	131	2	120	1	133	3	373	5	413	5	-	-
	5. 5:00	1185	22	118	2	88	1	160	1	158	2	137	2	257	4	267	10	-	-
	6. 6:00	2518	18	443	1	330	4	394	1	448	3	339	1	311	2	253	6	-	-
	7. 7:00	7150	28	1518	4	1069	5	1246	4	1370	4	1217	5	473	6	257	-	-	-
	8. 8:00	8906	32	1837	9	1408	7	1602	8	1576	2	1196	4	683	1	304	1	-	-
	9. 9:00	5744	16	1171	5	786	1	829	2	822	2	818	1	848	2	470	3	-	-
	10. 10:00	6218	21	1104	4	800	1	864	1	848	4	788	5	1134	2	680	4	-	-
	11. 11:00	7231	20	1190	7	916	2	944	2	1022	3	917	2	1424	4	818	-	-	-
After Noon	12. Noon	7746	29	1119	6	978	2	1059	3	1105	2	1056	4	1480	6	949	6	-	-
	13. 1:00	7967	28	1111	4	1007	3	1038	5	1217	5	992	7	1543	1	1059	3	-	-
	14. 2:00	8774	46	1221	3	1116	6	1231	6	1276	8	1136	7	1575	6	1238	10	1	-
	15. 3:00	11580	37	1713	4	1578	5	1730	10	1771	3	1700	7	1828	4	1260	4	-	-
	16. 4:00	14116	47	2199	5	1895	4	2191	6	2283	7	2308	5	1844	7	1396	13	-	-
	17. 5:00	14190	76	2080	7	1883	9	2303	9	2433	12	2458	17	1658	14	1375	8	-	-
	18. 6:00	9220	55	1232	11	1081	8	1326	3	1473	5	1448	11	1408	7	1252	10	-	-
	19. 7:00	8743	55	1105	4	1055	7	1109	9	1228	7	1662	8	1423	10	1161	10	-	-
	20. 8:00	7874	56	885	10	838	2	1022	6	1102	6	1461	10	1451	9	1115	13	-	-
	21. 9:00	7028	39	738	4	741	-	910	3	954	1	1377	13	1299	14	1009	4	-	-
	22. 10:00	6326	51	610	10	624	3	783	4	881	6	1264	9	1278	9	886	10	-	-
	23. 11:00	5945	53	516	4	541	6	658	5	735	5	1348	12	1413	11	734	10	-	-
	24. Not stated	2239	-	309	-	305	-	330	-	302	-	340	-	371	-	276	-	6	-
	Totals	167717	962	23628	122	20068	94	23155	107	24546	107	26098	160	28389	179	21826	193	7	-

FORM RR-3 (R2-64)

6. AGE OF CASUALTY

	Number of Persons Killed									Number of Persons Injured								
	Total Killed			Pedestrians			Bicyclists			Total Injured			Pedestrians			Bicyclists		
	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
1. 0 to 4 years	33	17	16	26	16	10	-	-	-	3857	2208	1649	896	600	296	6	6	-
2. 5 to 9 years	46	31	15	36	24	12	5	5	-	5993	3671	2322	2365	1626	739	733	602	131
3. 10 to 14 years	24	12	12	8	4	4	7	7	-	4284	2498	1786	792	516	276	949	843	106
4. 15 to 19 years	108	78	30	14	9	5	1	1	-	14907	8144	6763	454	305	149	163	156	7
5. 20 to 24 years	132	107	25	12	10	2	-	-	-	14882	8792	6090	260	181	79	11	8	3
6. 25 to 29 years	89	64	25	7	5	2	-	-	-	9525	5938	3587	199	137	62	8	8	-
7. 30 to 34 years	63	44	19	6	5	1	1	1	-	8672	5385	3287	170	125	45	7	5	2
8. 35 to 39 years	77	58	19	19	16	3	-	-	-	8853	5128	3725	214	147	67	3	3	-
9. 40 to 44 years	65	57	8	10	9	1	-	-	-	8807	4849	3958	214	136	78	2	2	-
10. 45 to 49 years	64	47	17	15	10	5	-	-	-	7486	4019	3467	171	109	62	6	4	2
11. 50 to 54 years	70	49	21	19	14	5	1	1	-	6316	3435	2881	189	116	73	2	-	2
12. 55 to 59 years	75	54	21	25	21	4	1	1	-	4666	2568	2098	200	119	81	1	1	-
13. 60 to 64 years	48	32	16	11	9	2	1	1	-	3459	1923	1536	229	129	100	4	3	1
14. 65 to 69 years	57	40	17	24	17	7	-	-	-	2162	1137	1025	174	100	74	2	2	-
15. 70 and over	120	72	48	73	49	24	-	-	-	2456	1271	1185	350	217	133	3	3	-
16. Not stated	-	-	-	-	-	-	-	-	-	6536	2878	3658	372	245	127	94	84	10
Totals	1071	762	309	305	218	87	17	17	-	112861	63844	49017	7249	4808	2441	1994	1730	264

7. DIRECTIONAL ANALYSIS—An accident consisting of a series of collisions, overturning, etc., is classified according to the first event on the road.

A. TWO MOTOR VEHICLE ACC.

	Number of Accidents			
	Total	Fatal	Injury	Prop. Damage
At Intersections				
1. Entering at angle	33261	105	15464	17692
2a. From same dir. – both going straight	6197	5	2154	4038
b. Same – one turn, one straight	8270	1	2621	5648
c. Same – one stopped	11861	9	5582	6270
d. Same – all others	14	-	-	14
3a. From opp. dir. – both going straight	870	3	414	453
b. Same – one left turn, one straight	4179	10	1846	2323
c. Same – one stopped	74	-	31	43
d. Same – all others	7	-	-	7
4. Miscellaneous	2734	1	399	2334
5. Not stated	41	-	14	27
Totals	67508	134	28525	38849

B. TWO MOTOR VEHICLE ACC.

	Total	Fatal	Injury	Prop. Damage
Not at Intersections				
1. Going opp. direction – both moving	7813	115	3583	4115
2. Going same direction – both moving	17711	37	7034	10640
3a. One car parked	17516	20	3482	14014
b. One car stopped in traffic	13401	7	6320	7074
4a. One car entering parked position	356	-	53	303
b. One car leaving parked position	3328	2	507	2819
5a. One car entering alley or driveway	3174	13	1114	2047
b. One car leaving alley or driveway	3658	4	925	2729
6. All others	282	-	39	243
Totals	67239	198	23057	43984

C. PEDESTRIAN ACCIDENTS

	All Pedestrian Accidents	Fatal Accidents			Injury Accidents		
		Total	Intersec.	Non-Inter.	Total	Intersec.	Non-Inter.
1. Car going straight	5795	268	70	198	5527	1472	4055
2. Car turning right	230	3	3	-	227	213	14
3. Car turning left	558	13	12	1	545	532	13
4. Car backing	342	3	-	3	339	86	253
5. All others	49	-	-	-	49	11	38
Totals	6974	287	85	202	6687	2314	4373

D. ALL OTHER ACCIDENTS

			Number of Accidents			
			Total	Fatal	Injury	Prop. Damage
At Intersections	Collision with	1. Non-motor vehicle: train, bicycle, etc.	1304	7	1058	239
		2. Fixed object in road	1167	9	413	745
	3. Overturned in road		158	7	109	42
	4. Left road		3867	43	1586	2238
	5. Fell from moving vehicle		85	-	85	-
Not at Intersections	Collision with	6. Non-motor vehicle: train, bicyle, etc.	1491	17	1142	332
		7. Fixed object in road	2316	34	787	1495
	8. Overturned in road		663	15	473	175
	9. Left road		14398	204	6760	7434
	10. Fell from moving vehicle		210	7	203	-
	11. All others		337	-	124	213
	Totals		25996	343	12740	12913

8. PEDESTRIAN ACTIONS BY AGE

	Total		0 to 4		5 to 9		10 to 14		15 to 19		20 to 24		25 to 44		45 to 64		65 to 74		75 & older		Not Stated	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1a. Crossing or entering roadway – at inter.	63	2199	-	120	4	520	-	246	1	161	1	81	11	282	19	372	13	183	14	110	-	124
b. Same – not at intersection	135	2418	13	329	19	900	6	281	6	134	4	76	15	237	26	206	18	93	28	52	-	110
2a. Walking in road – with traffic	19	114	-	4	-	4	-	16	3	31	2	13	6	15	4	11	4	5	-	-	-	15
b. Same – against traffic	10	64	-	4	-	12	-	10	2	8	2	2	-	9	2	12	3	2	1	1	-	4
3. Standing in road	14	246	-	7	-	10	1	13	2	27	1	29	4	75	5	44	1	12	-	5	-	24
4. Getting on or off other vehicle	-	99	-	-	-	6	-	3	-	10	-	10	-	31	-	27	-	5	-	-	-	7
5. Working in road	8	117	-	-	-	1	-	-	-	12	1	16	2	47	2	22	3	6	-	1	-	12
6. Playing in road	5	278	3	56	2	138	-	52	-	22	-	1	-	2	-	1	-	-	-	-	-	6
7. Other in road	7	87	-	2	1	16	-	8	-	8	-	8	1	15	2	15	3	2	-	-	-	13
8. Not in road	10	199	-	19	1	23	-	21	-	13	-	6	1	30	5	34	1	16	2	7	-	30
9. Coming from behind parked car	34	1428	10	355	9	736	1	142	-	28	1	18	2	54	5	45	5	15	1	9	-	26
Totals	305	7249	26	896	36	2366	8	792	14	454	12	260	42	797	70	789	51	339	46	185	-	371

9. AGE OF DRIVER

	Involved in Accidents			
	All	Fatal	Injury	Prop. Damage
1. Under 17	442	1	177	264
2. 17 Yrs.	10085	53	4676	5356
3. 18 Yrs.	11859	49	5201	6609
4. 19 Yrs.	9386	46	4293	5047
5. 20 Yrs.	8946	45	4131	4770
6. 21 to 24 Yrs.	31540	164	14768	16608
7. 25 to 29 Yrs.	29278	181	13593	15504
8. 30 to 34 Yrs.	27336	132	12732	14474
9. 35 to 39 Yrs.	28945	127	13270	15548
10. 40 to 44 Yrs.	28199	144	12945	15110
11. 45 to 49 Yrs.	23813	137	10788	12888
12. 50 to 54 Yrs.	19739	95	8944	10700
13. 55 to 59 Yrs.	14881	68	6459	8354
14. 60 to 64 Yrs.	10301	48	4495	5758
15. 65 to 69 Yrs.	6011	41	2622	3348
16. 70 and over	5206	43	2222	2941
17. Not stated	27197	22	5866	21309
Totals	293166	1396	127182	164588

10. SEX OF DRIVER

	All	Fatal	Injury	Prop. Damage
1. Male	224195	1180	96825	126190
2. Female	61624	201	29167	32256
3. Not stated	7347	15	1190	6142
Totals	293166	1396	127182	164588

11. RESIDENCE OF DRIVER

	All	Fatal	Injury	Prop. Damage
1. Local resident	192504	804	83344	108356
2. Res. elsewhere in state	64247	364	29303	34580
3. Non-resident of state	28418	208	13189	15021
4. Not stated	7997	20	1346	6631
Totals	293166	1396	127182	164588

12. TYPE OF VEHICLE

	Involved in Accidents			
	All	Fatal	Injury	Prop. Damage
1. Passenger car - regular	255228	1027	107706	146495
2. Passenger car - compact	29417	151	12591	16675
3. Passenger car and trailer	21	1	7	13
4. Truck or truck tractor	24123	113	8816	15194
5. Truck combination	3646	100	1313	2243
6. Farm tractor and/or farm equipment	8	1	3	4
7. Taxicab	926	5	476	445
8. Bus	2401	10	1080	1311
9. School bus	207	2	88	117
10. Motor: cycle, scooter or bike	872	17	771	84
11. All others	4143	11	629	3503
Totals	321004	1438	133480	186086

13. LIGHT CONDITION

	All	Fatal	Injury	Prop. Damage
1. Daylight	101047	380	42644	58023
2. Dawn or dusk	9866	33	4333	5500
3. Darkness with lights	45469	368	19320	25781
4. Darkness without lights	10143	181	4532	5430
5. Not stated	1192	-	180	1012
Totals	167717	962	71009	95746

14. WEATHER & ROAD CONDITIONS

	All	Fatal	Injury	Prop. Damage
1. Clear - Dry	109548	723	48493	60332
2. Clear - Wet	5637	38	2535	3064
3. Clear - Ice and/or snow	7590	13	2278	5299
4. Rain - Wet	29719	142	12870	16707
5. Rain - Ice and/or snow	714	1	235	478
6. Snow - Wet	1160	6	551	603
7. Snow - Ice and/or snow	6363	11	1808	4544
8. Fog - Dry	452	8	185	259
9. Fog - Wet	2463	20	1065	1378
10. Fog - Ice and/or snow	180	-	59	121
11. Not stated	3891	-	930	2961
Totals	167717	962	71009	95746

DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES
TRAFFIC SAFETY SERVICE
TRENTON, NEW JERSEY 08625