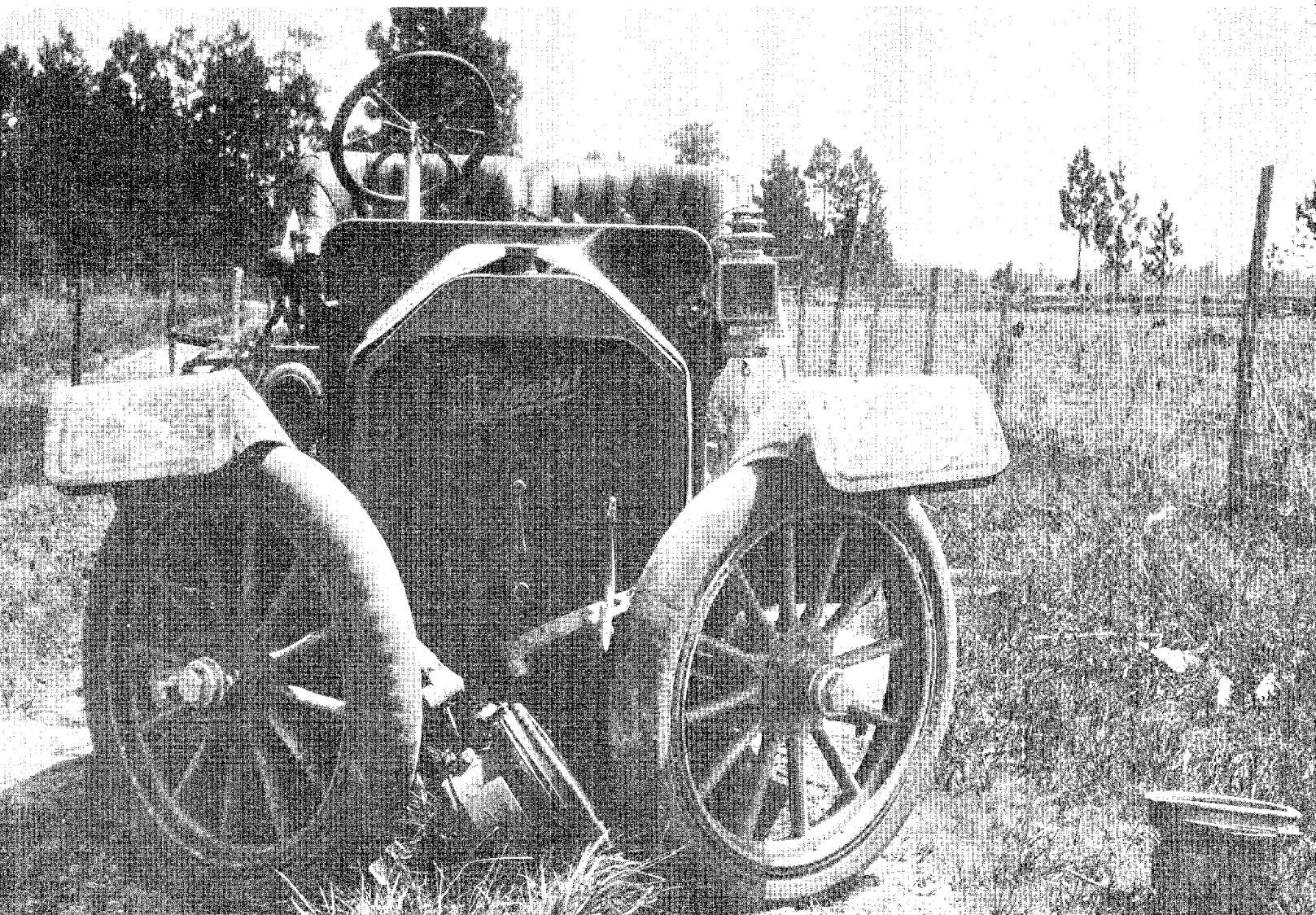


# FATAL AND INJURY ACCIDENT RATES

ON FEDERAL-AID AND OTHER HIGHWAY SYSTEMS / 1972



Cover photograph by courtesy of  
Highway Users Federation for Safety  
and Mobility.

# **FATAL AND INJURY ACCIDENT RATES**

**ON FEDERAL-AID AND OTHER HIGHWAY SYSTEMS/1972**

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**U.S. DEPARTMENT OF TRANSPORTATION**

**FEDERAL HIGHWAY ADMINISTRATION**



# CONTENTS

	<i>Table</i>	<i>Page</i>
Explanatory Note -----		v
Fatality Rate Trends by Highway System -----	FRS-1	1
Fatality and Fatal Accident Rates by Highway System and State		
Fatality Rates -----	FR-1	2
Rural Fatality Rates -----	FR-2	3
Urban Fatality Rates -----	FR-3	4
Fatal Accident Rates -----	FAR-1	5
Rural Fatal Accident Rates -----	FAR-2	6
Urban Fatal Accident Rates -----	FAR-3	7
Injury and Injury Accident Rates by Highway System and State		
Nonfatal Injury Rates -----	IR-1	8
Rural Nonfatal Injury Rates -----	IR-2	9
Urban Nonfatal Injury Rates -----	IR-3	10
Nonfatal Injury Accident Rates -----	IAR-1	11
Rural Nonfatal Injury Accident Rates -----	IAR-2	12
Urban Nonfatal Injury Accident Rates -----	IAR-3	13
Fatal and Injury Accident Data Related to		
Vehicle Registrations, Population, and Licensed Drivers -----	VPD-1	14
Fatalities, Fatal Accidents, and Travel		
Interstate System (Final) -----	FT-1	15
Traveled Way—Interstate System -----	FT-31	16
Other Federal-Aid Primary -----	FT-3	17
Federal-Aid Secondary—State -----	FT-5	18
Federal-Aid Secondary—Local -----	FT-7	19
Federal-Aid Urban -----	FT-8	20
Other State Highways -----	FT-9	21
Local Roads and Streets -----	FT-11	22
Subtotal—Federal-Aid Primary -----	FTS-1	23
Subtotal—Federal-Aid -----	FTS-2	24
Subtotal—All State Highways -----	FTS-3	25
Total—All Highways -----	FTT-1	26
Injury Accidents, Persons Injured, and Travel		
Interstate System (Final) -----	IT-1	27
Traveled Way—Interstate System -----	IT-31	28
Other Federal-Aid Primary -----	IT-3	29
Federal-Aid Secondary—State -----	IT-5	30
Federal-Aid Secondary—Local -----	IT-7	31
Federal-Aid Urban -----	IT-8	32
Other State Highways -----	IT-9	33
Local Roads and Streets -----	IT-11	34
Subtotal—Federal-Aid Primary -----	ITS-1	35
Subtotal—Federal-Aid -----	ITS-2	36
Subtotal—All State Highways -----	ITS-3	37
Total—All Highways -----	ITT-1	38



## EXPLANATORY NOTE

Data on fatal and nonfatal injuries in motor vehicle traffic accidents for calendar year 1972 are summarized by highway system in the tables which follow. These tables, compiled from reports submitted by the 50 States and the District of Columbia, include data for all roads and streets in the United States.

Table FRS-1 (page 1) presents a year-to-year comparison of fatality rates by highway system. The following 12 tables (pages 2-13) show fatal accident rates, fatality rates, injury accident rates and injury rates by highway system and State. Table VPD-1 (page 14) relates the fatality and injury accident data to vehicle registrations, population and numbers of licensed drivers. The remaining tables (pages 15-38) contain the detailed accident information on which the preceding tables are based. At the bottom of the tables on pages 2-38 are corrected national figures for the years from 1967 to the present.

Preparation of these accident tables requires distribution of all fatal and injury accidents to specific systems. Because State accident reporting systems are not wholly compatible with one another, the set of highway systems used in these tables is necessarily a compromise. Adjustments have been made to compensate for differences between this set of systems and the set of highway systems used by each State for its own accident reporting purposes. Generally, these adjustments have been made by the States; if it was necessary for the Federal Highway Administration to adjust the data, an asterisk follows the State name in the "FT" table (pages 15-22) or "IT" table (pages 27-34) which contains the adjusted figures.

The rates shown in these tables are uniformly carried out to two decimal places. This apparent precision surpasses the degree of accuracy of much of the data on which the computed rates are based. Collection and classification of information about miles of highway, vehicle-miles of travel, and motor vehicle traffic accidents is a highly complex undertaking in which thousands of persons participate. Because of this complexity and the necessity of subjective judgments at many points in the process, the computed rates should be regarded as approximations, not as precise measurements.

In addition to the fatalities reported in this publication, about 1,100 deaths per year occur in motor vehicle *nontraffic* accidents. Such accidents may, for example, occur in private driveways or involve off-the-road recreational or farm vehicles. The inclusion of *nontraffic* deaths in some of the figures published by the National Safety Council explains much of the difference between the statistics published by that organization and the fatality statistics in this book.

Terms used in these tables are defined as follows:

An *injury* is any bodily harm received by any person in a motor vehicle traffic accident.

A *fatal injury* is any injury that results in death within one year of the accident.

A *nonfatal injury* is any injury other than a fatal injury.

A *fatality* is the death of any person who suffers a fatal injury.

A *fatal accident* is a motor vehicle traffic accident resulting in one or more fatal injuries.

A *nonfatal injury accident* is a motor vehicle traffic accident that results in one or more injuries, but no fatal injuries.

A *nonfatally injured person* is one who suffers a nonfatal injury in either a fatal accident or a nonfatal injury accident.

*Vehicle-miles* are the miles of travel by all types of motor vehicles, as determined by the State highway departments on the basis of actual traffic counts and established estimating procedures.

The *fatal accident rate*, *injury accident rate*, *fatality rate* and *injury rate* are, respectively, the number of fatal accidents, injury accidents, fatalities and nonfatally injured persons per 100 million vehicle-miles (except as indicated in Table VPD-1).

An *urban highway* is any road or street within the boundaries of an urban area. An urban area is an area including and adjacent to a municipality or other urban place with 5,000 or more population. The boundaries of urban areas are fixed by the State highway departments, subject to the approval of the Federal Highway Administration, for purposes of the Federal-aid highway program.

A *rural highway* is any road or street which is not an urban highway.

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Paper and microfiche copies of *Fatal and Injury Accident Rates on Federal-Aid and Other Highway Systems* for the years 1967 through 1971 are available from the U.S. Department of Commerce, National Technical Information Service, Springfield, Virginia 22151. Accession numbers are: 1967—PB-206 147; 1968—PB-206 148; 1969—PB-206 151; 1970—PB-206 152; 1971—PB-218 136. Prices are \$3.00 for each paper copy and \$0.95 for each microfiche copy.

The characteristics of the several Federal-aid highway systems referred to in this report may be briefly described as follows:

The Federal-aid Primary, Secondary and Urban highway systems are those for which Federal-aid highway matching funds may be spent by the States. The Primary system is essentially a system of connected main highways which provide intercity and interstate service. The Secondary system consists principally of roads and streets providing local service. The Urban system, established by the Federal-Aid Highway Act of 1970, serves major traffic demands not served by other Federal-aid systems within urban areas.

The Interstate System—a part of the Federal-aid Primary highway system—is a system of

freeways (i.e., expressways with fully controlled access) connecting and serving the principal cities of the United States. That part of the Interstate System which has been completed to Interstate design standards is identified in this publication as "Interstate System (Final)," while "Traveled Way—Interstate System" includes both unfinished segments of Interstate highways and non-Interstate routes serving Interstate traffic until Interstate routes are open for use.

Some unpublished corrections have been incorporated in the national statistics for previous years. The updated national figures are included in each table. Corresponding revisions of State statistics may be obtained from the Federal Highway Administration, Office of Traffic Operations, 400 7th Street, S.W., Washington, D.C. 20590.



# Fatality Rate Trends by Highway System, U.S., 1967-1972

RATES ARE PER 100 MILLION VEHICLE MILES  
(INDEXES SHOWN IN ITALICS)

NOVEMBER 1973

TABLE FRS-1

HIGHWAY SYSTEM	RURAL						URBAN						TOTAL					
	1967	1968	1969	1970	1971	1972	1967	1968	1969	1970	1971	1972	1967	1968	1969	1970	1971	1972
Non-Interstate <sup>1/</sup>	7.53 <i>100.00</i>	7.51 <i>99.73</i>	7.43 <i>98.67</i>	7.12 <i>94.56</i>	6.73 <i>89.38</i>	6.67 <i>88.58</i>	3.80 <i>100.00</i>	3.74 <i>98.42</i>	3.62 <i>95.26</i>	3.32 <i>87.37</i>	3.15 <i>82.89</i>	3.10 <i>81.58</i>	5.66 <i>100.00</i>	5.61 <i>99.12</i>	5.49 <i>97.00</i>	5.16 <i>91.17</i>	4.87 <i>86.04</i>	4.75 <i>83.92</i>
1. Interstate (Final)	3.68 <i>100.00</i>	3.77 <i>102.45</i>	3.51 <i>95.38</i>	3.44 <i>93.48</i>	3.23 <i>87.77</i>	2.96 <i>80.43</i>	2.12 <i>100.00</i>	2.21 <i>104.25</i>	2.30 <i>108.49</i>	1.95 <i>91.98</i>	1.96 <i>92.45</i>	1.91 <i>90.09</i>	2.89 <i>100.00</i>	2.98 <i>103.11</i>	2.90 <i>100.35</i>	2.69 <i>93.08</i>	2.59 <i>89.62</i>	2.43 <i>84.08</i>
2. Traveled Way--Interstate <sup>2/</sup>	7.60 <i>100.00</i>	7.18 <i>94.47</i>	7.40 <i>97.37</i>	8.10 <i>106.58</i>	6.90 <i>90.79</i>	6.10 <i>80.26</i>	3.36 <i>100.00</i>	3.23 <i>96.13</i>	3.33 <i>99.11</i>	3.00 <i>89.29</i>	3.00 <i>89.29</i>	2.63 <i>78.27</i>	5.70 <i>100.00</i>	5.42 <i>95.09</i>	5.53 <i>97.02</i>	5.72 <i>100.35</i>	5.00 <i>87.72</i>	4.27 <i>74.91</i>
3. Other FA Primary	7.77 <i>100.00</i>	7.60 <i>97.81</i>	7.26 <i>93.44</i>	6.90 <i>88.80</i>	6.68 <i>85.97</i>	6.48 <i>83.40</i>	3.83 <i>100.00</i>	3.79 <i>98.96</i>	3.58 <i>93.47</i>	3.18 <i>83.03</i>	3.11 <i>81.20</i>	3.38 <i>88.25</i>	6.22 <i>100.00</i>	6.08 <i>97.75</i>	5.76 <i>92.60</i>	5.36 <i>86.17</i>	5.18 <i>83.28</i>	5.14 <i>82.64</i>
Total FA Primary (Lines 1-3)	6.89 <i>100.00</i>	6.69 <i>97.10</i>	6.34 <i>92.02</i>	6.09 <i>88.39</i>	5.73 <i>83.16</i>	5.40 <i>78.37</i>	3.28 <i>100.00</i>	3.24 <i>98.78</i>	3.14 <i>95.73</i>	2.75 <i>83.84</i>	2.71 <i>82.62</i>	2.80 <i>85.37</i>	5.35 <i>100.00</i>	5.20 <i>97.20</i>	4.93 <i>92.15</i>	4.60 <i>85.98</i>	4.36 <i>81.50</i>	4.20 <i>78.50</i>
4. FA Secondary, State	7.99 <i>100.00</i>	8.24 <i>103.13</i>	8.33 <i>104.26</i>	8.11 <i>101.50</i>	7.51 <i>93.99</i>	7.56 <i>94.62</i>	3.98 <i>100.00</i>	3.96 <i>99.50</i>	3.90 <i>97.99</i>	3.82 <i>95.98</i>	3.35 <i>84.17</i>	3.68 <i>92.46</i>	7.05 <i>100.00</i>	7.21 <i>102.27</i>	7.23 <i>102.55</i>	7.00 <i>99.29</i>	6.36 <i>90.21</i>	6.52 <i>92.48</i>
5. FA Secondary, Local	6.61 <i>100.00</i>	7.39 <i>111.80</i>	7.37 <i>111.50</i>	6.93 <i>104.84</i>	6.38 <i>96.52</i>	6.57 <i>99.39</i>	4.39 <i>100.00</i>	4.83 <i>110.02</i>	3.87 <i>88.15</i>	3.59 <i>81.78</i>	3.76 <i>85.65</i>	3.14 <i>71.53</i>	5.86 <i>100.00</i>	6.50 <i>110.92</i>	6.13 <i>104.61</i>	5.71 <i>97.44</i>	5.40 <i>92.15</i>	5.27 <i>89.93</i>
Total FA Secondary (Lines 4-5)	7.51 <i>100.00</i>	7.95 <i>105.86</i>	8.00 <i>106.52</i>	7.70 <i>102.53</i>	7.12 <i>94.81</i>	7.23 <i>96.27</i>	4.18 <i>100.00</i>	4.36 <i>104.31</i>	3.89 <i>93.06</i>	3.71 <i>88.76</i>	3.54 <i>84.69</i>	3.43 <i>82.06</i>	6.60 <i>100.00</i>	6.95 <i>105.30</i>	6.82 <i>103.33</i>	6.51 <i>98.64</i>	6.00 <i>90.21</i>	6.05 <i>91.67</i>
6. FA Urban												3.19 <i>100.00</i>						3.19 <i>100.00</i>
Total Federal Aid (Lines 1-6)	7.09 <i>100.00</i>	7.09 <i>100.00</i>	6.87 <i>96.90</i>	6.60 <i>93.09</i>	6.17 <i>87.02</i>	5.98 <i>84.34</i>	3.45 <i>100.00</i>	3.46 <i>100.29</i>	3.29 <i>95.36</i>	2.94 <i>85.22</i>	2.88 <i>83.48</i>	2.96 <i>85.80</i>	5.69 <i>100.00</i>	5.67 <i>99.65</i>	5.44 <i>95.61</i>	5.11 <i>89.81</i>	4.81 <i>84.53</i>	4.60 <i>80.84</i>
7. Other State :	6.46 <i>100.00</i>	6.40 <i>99.07</i>	6.44 <i>99.69</i>	6.18 <i>95.67</i>	5.67 <i>87.77</i>	6.36 <i>98.45</i>	3.34 <i>100.00</i>	2.99 <i>89.52</i>	2.88 <i>86.23</i>	2.94 <i>88.02</i>	2.78 <i>83.23</i>	3.22 <i>96.41</i>	4.62 <i>100.00</i>	4.46 <i>96.54</i>	4.41 <i>95.45</i>	4.31 <i>93.29</i>	3.98 <i>86.15</i>	4.71 <i>101.95</i>
Total State (Lines 1-4, 6-7)	7.12 <i>100.00</i>	7.03 <i>98.74</i>	6.79 <i>95.37</i>	6.54 <i>91.85</i>	6.12 <i>85.96</i>	5.93 <i>83.29</i>	3.36 <i>100.00</i>	3.30 <i>98.21</i>	3.20 <i>95.24</i>	2.88 <i>85.71</i>	2.79 <i>83.04</i>	2.92 <i>86.90</i>	5.60 <i>100.00</i>	5.51 <i>98.39</i>	5.30 <i>94.64</i>	5.00 <i>89.29</i>	4.69 <i>83.75</i>	4.63 <i>82.68</i>
8. Local Roads and Streets	7.20 <i>100.00</i>	6.94 <i>96.39</i>	7.12 <i>98.89</i>	6.57 <i>91.25</i>	6.36 <i>88.33</i>	6.39 <i>88.75</i>	3.81 <i>100.00</i>	3.70 <i>97.11</i>	3.69 <i>96.85</i>	3.38 <i>88.71</i>	3.13 <i>82.15</i>	2.85 <i>74.80</i>	4.70 <i>100.00</i>	4.55 <i>96.81</i>	4.58 <i>97.45</i>	4.17 <i>88.72</i>	3.96 <i>84.26</i>	3.78 <i>80.43</i>
Total Non-State (Lines 5, 8)	6.99 <i>100.00</i>	7.10 <i>101.57</i>	7.21 <i>103.15</i>	6.70 <i>95.85</i>	6.37 <i>91.13</i>	6.45 <i>92.27</i>	3.86 <i>100.00</i>	3.81 <i>98.70</i>	3.71 <i>96.11</i>	3.40 <i>88.08</i>	3.20 <i>82.90</i>	2.89 <i>74.87</i>	4.91 <i>100.00</i>	4.90 <i>99.80</i>	4.87 <i>99.19</i>	4.46 <i>90.84</i>	4.24 <i>86.35</i>	4.08 <i>83.10</i>
Total Non-Federal Aid (Lines 7-8)	7.07 <i>100.00</i>	6.84 <i>96.75</i>	7.00 <i>99.01</i>	6.49 <i>91.80</i>	6.23 <i>88.12</i>	6.38 <i>90.24</i>	3.76 <i>100.00</i>	3.64 <i>96.81</i>	3.62 <i>96.28</i>	3.34 <i>88.83</i>	3.10 <i>82.45</i>	2.88 <i>76.60</i>	4.69 <i>100.00</i>	4.54 <i>96.80</i>	4.56 <i>97.23</i>	4.19 <i>89.34</i>	3.96 <i>84.43</i>	3.89 <i>82.94</i>
TOTAL ALL SYSTEMS (Lines 1-8)	7.09 <i>100.00</i>	7.04 <i>99.29</i>	6.89 <i>97.18</i>	6.58 <i>92.81</i>	6.18 <i>87.17</i>	6.06 <i>85.47</i>	3.61 <i>100.00</i>	3.55 <i>98.34</i>	3.44 <i>95.29</i>	3.13 <i>86.70</i>	2.98 <i>82.55</i>	2.93 <i>81.16</i>	5.34 <i>100.00</i>	5.28 <i>98.88</i>	5.14 <i>96.25</i>	4.80 <i>89.89</i>	4.53 <i>84.83</i>	4.38 <i>82.02</i>

Fatality Rate Trends

<sup>1/</sup> Includes all highway systems except Interstate (final).

<sup>2/</sup> Includes highways not yet upgraded to full Interstate design standards but adequate for present traffic; also older sections of existing highways presently serving Interstate corridor traffic.

















Rural Nonfatal Injury Rates by Highway System and State, 1972

(Rates are per 100 million Vehicle Miles)

Table with columns: STATE, NON-INTER-STATE # (1), INTERSTATE (FINAL) # (2), TRAVELED WAY INTERSTATE # (3), PRIMARY # (4), OTHER # (4), TOTAL # (5), FEDERAL-AID # (6), FAS STATE # (6), SECONDARY # (7), URBAN # (8), TOTAL # (10), STATE # (11), LOCAL # (12), TOTAL # (13), TOTAL # (14), STATE SYSTEMS (15), NON-STATE SYSTEMS (16), STATE

\* Includes all highway systems except Interstate (Final)

NOTE--The significance of each of the above rates is related to the volume of travel on which it is based. Consult the tables on pages 15-38 for travel volumes (vehicle-miles).























# Fatal and Injury Accident Rates, 1972

## Fatalities, Fatal Accidents, and Travel, 1972

### Federal-Aid Urban

(Rates are per 100 million Vehicle Miles)

TABLE FT-8

STATE	RURAL						URBAN						TOTAL			
	HIGHWAY MILES (1)	VEHICLE MILES (MILLIONS) (2)	FATAL ACCIDENTS			FATALITIES			HIGHWAY MILES (7)	VEHICLE MILES (MILLIONS) (8)	FATAL ACCIDENTS			FATALITIES		
			NUMBER (3)	RATE (4)	RATE (5)	NUMBER (6)	RATE (10)	NUMBER (11)			RATE (12)	NUMBER (14)	RATE (15)	NUMBER (16)	RATE (17)	
ALABAMA								51	204	8	3.92	8	3.92	8	3.92	
ALASKA								0	0	0	---	0	---	0	---	
ARIZONA								187	1354	34	2.44	34	2.44	34	2.44	
ARKANSAS								58	220	8	3.64	8	3.64	8	3.64	
CALIFORNIA								586	5809	195	3.37	222	3.82	222	3.82	
COLORADO								230	935	29	3.10	30	3.21	29	3.10	
CONNECTICUT								432	1198	21	1.68	24	2.17	24	2.17	
DELAWARE								95	392	13	3.32	13	3.32	13	3.32	
FLORIDA								819	4749	154	3.24	171	3.60	171	3.60	
GEORGIA								126	499	12	2.40	13	2.61	13	2.61	
HAWAII								27	236	6	2.54	7	2.97	7	2.97	
IDAHO								0	0	0	---	0	---	0	---	
ILLINOIS								964	3858	44	1.14	46	1.14	46	1.14	
INDIANA								390	1442	52	3.51	56	3.88	56	3.88	
IOWA								172	464	8	1.85	8	1.85	8	1.85	
KANSAS								128	451	13	2.88	14	3.11	14	3.11	
KENTUCKY								79	470	19	4.04	22	4.68	19	4.04	
LOUISIANA								91	403	15	3.72	16	3.97	16	3.97	
MAINE								57	36	1	2.78	1	2.78	1	2.78	
MARYLAND								48	37	5	13.51	5	13.51	5	13.51	
MASSACHUSETTS								288	2131	69	3.24	74	3.47	74	3.47	
MICHIGAN								1412	7510	123	1.64	123	1.64	123	1.64	
MINNESOTA								135	524	9	1.72	9	1.72	9	1.72	
MISSISSIPPI								44	117	4	3.42	5	4.27	5	4.27	
MISSOURI								431	1525	57	2.96	57	2.96	57	2.96	
MONTANA								0	0	0	---	0	---	0	---	
NEBRASKA								88	353	6	1.70	6	1.70	6	1.70	
NEVADA								19	54	2	3.70	2	3.70	2	3.70	
NEW HAMPSHIRE								17	59	0	.00	0	.00	0	.00	
NEW JERSEY								1442	6579	208	3.17	220	3.35	220	3.35	
NEW MEXICO								48	283	8	2.83	8	2.83	8	2.83	
NEW YORK								585	2886	145	5.02	156	5.41	156	5.41	
NORTH CAROLINA								176	871	19	2.18	21	2.41	21	2.41	
NORTH DAKOTA								4	7	0	.00	0	.00	0	.00	
OHIO								421	1937	99	9.55	110	10.61	110	10.61	
OKLAHOMA								78	32	1	3.13	2	6.25	2	6.25	
OREGON								0	0	0	---	0	---	0	---	
PENNSYLVANIA								112	483	16	3.31	17	3.52	17	3.52	
RHODE ISLAND								138	567	14	2.47	15	2.65	15	2.65	
SOUTH CAROLINA								9	0	0	.00	0	.00	0	.00	
SOUTH DAKOTA								112	500	12	2.40	13	2.60	13	2.60	
TENNESSEE								1430	4463	157	3.52	173	3.88	173	3.88	
TEXAS								42	30	6	14.30	7	16.50	7	16.50	
UTAH								0	0	0	---	0	---	0	---	
VERMONT								22	181	2	1.10	2	1.10	2	1.10	
VIRGINIA								604	1657	44	2.66	48	2.90	48	2.90	
WASHINGTON								10	82	1	1.22	1	1.22	1	1.22	
WEST VIRGINIA								202	443	4	.90	4	.90	4	.90	
WISCONSIN								0	0	0	---	0	---	0	---	
WYOMING								0	0	0	---	0	---	0	---	
DIST. OF COL.								0	0	0	---	0	---	0	---	
TOTAL								13224	55514	1638	2.95	1770	3.19	1638	2.95	
REVISSED								0	0	0	---	0	---	0	---	
TOTALS								0	0	0	---	0	---	0	---	
1571								0	0	0	---	0	---	0	---	
1570								0	0	0	---	0	---	0	---	
1565								0	0	0	---	0	---	0	---	
1568								0	0	0	---	0	---	0	---	
1569								0	0	0	---	0	---	0	---	
1567								0	0	0	---	0	---	0	---	

\* Estimated in part by the Federal Highway Administration

























# Injury Accidents, Persons Injured, and Travel, 1972

## Federal-Aid Urban

TABLE IT-8

(Rates are per 100 million Vehicle Miles)

STATE	RURAL						URBAN						TOTAL				STATE	
	HIGHWAY MILES (1)	VEHICLE MILES (MILLIONS) (2)	NONFATAL INJURY ACCIDENTS		NONFATAL INJURED PERSONS #		HIGHWAY MILES (7)	VEHICLE MILES (MILLIONS) (8)	NONFATAL INJURY ACCIDENTS		NONFATAL INJURED PERSONS #		VEHICLE MILES (MILLIONS) (13)	NONFATAL INJURY ACCIDENTS		NONFATAL INJURED PERSONS #		
			NUMBER	RATE	NUMBER	RATE			NUMBER	RATE	NUMBER	RATE		NUMBER	RATE	NUMBER		RATE
			(3)	(4)	(5)	(6)			(9)	(10)	(11)	(12)		(14)	(15)	(16)		(17)
ALABAMA	*																	
ALASKA																		
ARIZONA	*																	
ARKANSAS	*																	
CALIFORNIA																		
COLORADO																		
CONNECTICUT																		
DELAWARE																		
FLORIDA	*																	
GEORGIA	*																	
HAWAII	*																	
IDAHO																		
ILLINOIS																		
INDIANA																		
IOWA	*																	
KANSAS	*																	
KENTUCKY																		
LOUISIANA	*																	
MAINE	*																	
MARYLAND																		
MASSACHUSETTS	*																	
MICHIGAN	*																	
MINNESOTA	*																	
MISSISSIPPI	*																	
MISSOURI																		
MONTANA																		
NEBRASKA																		
NEVADA																		
NEW HAMPSHIRE																		
NEW JERSEY																		
NEW MEXICO																		
NEW YORK																		
NORTH CAROLINA	*																	
NORTH DAKOTA																		
OHIO																		
OKLAHOMA																		
OREGON																		
PENNSYLVANIA																		
RHODE ISLAND	*																	
SOUTH CAROLINA																		
SOUTH DAKOTA																		
TENNESSEE	*																	
TEXAS	*																	
UTAH																		
VERMONT																		
VIRGINIA																		
WASHINGTON	*																	
WEST VIRGINIA																		
WISCONSIN																		
WYOMING																		
DIST. OF COL.																		
<b>TOTAL</b>																		
<b>REVISED TOTALS</b>																		
1971																		
1970																		
1969																		
1968																		
1967																		

**Fatal and Injury Accident Rates, 1972**

\* Estimated in part by the Federal Highway Administration  
 # Includes nonfatally injured persons who were injured in fatal accidents

32



# Injury Accidents, Persons Injured, and Travel, 1972 Other State Highways

NOVEMBER 1973

(Rates are per 100 million Vehicle Miles)

TABLE IT-9

STATE	RURAL				URBAN				TOTAL				STATE
	Highway Miles (1)	Vehicle Miles (Millions) (2)	Nonfatal Injury Accidents (3)	Nonfatal Injury Persons (4)	Highway Miles (7)	Vehicle Miles (Millions) (8)	Nonfatal Injury Accidents (9)	Nonfatal Injury Persons (11)	Vehicle Miles (Millions) (13)	Nonfatal Injury Accidents (14)	Nonfatal Injury Persons (16)	Rate (15)	
ALABAMA	101	65	48	73.85	16	33	4	121.21	58	88	131	85.80	133.67
ALASKA	0	0	0	---	0	0	0	---	0	0	0	---	---
ARIZONA	737	320	242	146.56	5	9	27	300.00	329	269	507	81.76	154.10
ARKANSAS	612	73	37	50.68	69	7.7	64	91.43	143	101	173	120.98	205.98
CALIFORNIA	750	245	318	129.80	29	159	244	153.46	404	562	832	139.11	205.94
COLORADO	59	23	22	55.65	12	25	66	264.00	48	88	134	183.33	279.17
CONNECTICUT	645	260	334	128.46	658	1596	3059	191.67	1856	3393	5140	182.81	276.94
DELAWARE	0	0	0	---	0	0	0	---	0	0	0	---	---
FLORIDA	1849	1816	1785	56.17	498	1099	1750	159.24	2660	3535	5597	119.63	189.41
GEORGIA	379	156	38	24.36	170	497	346	69.62	653	384	571	58.81	87.44
HAWAII	92	14	4	28.57	0	0	0	---	14	4	8	28.57	57.14
IDAHO	75	4	2	50.60	1	3	6	200.00	7	8	12	114.29	171.43
ILLINOIS	1484	560	1225	127.60	619	1819	9007	495.16	2775	10232	15694	368.19	564.74
INDIANA	201	173	64	36.55	48	121	156	123.93	204	168.60	322	109.52	170.84
IOWA	535	58	57	58.16	31	54	64	118.52	85	157.41	170	79.61	111.84
KANSAS	91	77	17	22.82	16	47	152	323.40	234	497.87	277	136.29	223.39
KENTUCKY	6790	1477	789	56.08	320	663	1325	118.10	1086	163.80	2411	75.94	116.47
LOUISIANA	3918	942	1744	185.14	217	495	884	178.23	1438	2628	4473	182.75	311.06
MAINE	6887	587	1474	149.34	336	283	423	149.47	1857	1857	2288	149.37	180.16
MARYLAND	625	774	451	58.27	62	116	776	568.97	1118	563.79	1833	137.87	205.96
MASSACHUSETTS	203	226	51	22.27	312	1348	2339	307.52	2926	217.06	2390	151.84	190.60
MICHIGAN	45	25	24	68.57	15	81	249	173.41	351	433.33	412	235.34	355.17
MINNESOTA	1280	5	12	133.33	23	32	287	896.88	433	1353.13	455	729.27	1109.76
MISSISSIPPI	87	9	2	22.22	22	17	2	23.53	5	23.41	7	30.18	26.92
MISSOURI	424	216	145	67.13	101	415	45	10.84	65	150	292	46.28	66.92
MONTANA	0	0	0	---	0	0	0	---	0	0	0	---	---
NEBRASKA	287	5	4	80.00	0	0	0	---	0	0	0	---	---
NEVADA	1119	26	24	52.31	12	31	50	161.29	69	222.58	115	125.82	201.75
NEW HAMPSHIRE	1842	157	157	75.70	388	251	110	43.82	178	70.92	267	59.60	109.60
NEW JERSEY	174	1012	643	65.51	288	3190	2425	76.02	4180	3088	5459	73.49	129.91
NEW MEXICO	2470	136	126	22.65	344	619	1731	279.64	2517	406.62	2722	245.96	360.53
NEW YORK	767	282	65	32.58	632	2121	260	12.26	373	17.59	2403	13.52	19.33
NORTH CAROLINA	35784	1518	5043	262.53	8044	419.40	1151	176.26	1743	266.92	9787	246.92	380.67
NORTH DAKOTA	26	1	1	100.00	14	2	0	---	0	0	1	33.33	33.33
OHIO	685	276	211	76.45	94	454	201	44.27	285	62.78	614	56.44	84.11
OKLAHOMA	550	317	7	2.21	60	150	44	29.33	65	43.33	76	10.92	16.27
OREGON	2176	46	53	115.22	66	34	41	120.59	75	220.59	161	117.50	201.25
PENNSYLVANIA	20536	3830	5378	140.21	1791	2368	8807	371.92	13915	566.51	22126	226.74	356.99
RHODE ISLAND	146	54	62	114.81	50	61	96	157.38	146	239.34	248	137.39	215.65
SOUTH CAROLINA	8001	417	477	114.35	3488	1462	1785	122.09	2544	180.85	3381	126.38	179.94
SOUTH DAKOTA	579	28	16	57.14	3	6	4	66.67	4	66.67	37	58.82	108.82
TENNESSEE	395	61	1	1.64	27	7	10	142.86	26	371.43	28	16.18	41.18
TEXAS	9680	1977	924	46.74	469	566	1195	211.13	1775	313.60	3314	83.33	130.32
UTAH	326	23	26	113.04	23	95	249	262.11	358	376.84	403	233.05	341.53
VERMONT	236	73	15	20.55	6	3	19	639.33	30	1000.00	57	44.74	75.00
VIRGINIA	169	144	165	75.69	109	466	937	201.07	1364	292.70	1532	251.15	351.15
WASHINGTON	7925	28	187	674.86	13	28	118	421.43	181	646.43	480	544.64	857.14
WEST VIRGINIA	40	21	38	180.55	27	146	235	160.96	346	236.92	412	163.47	246.71
WISCONSIN	901	71	44	61.57	34	102	266	260.78	374	366.67	458	179.19	264.74
WYOMING	17	2	0	200.00	3	4	7	175.00	12	300.00	19	183.33	316.67
DIST. OF COL.	0	0	0	---	0	0	0	---	0	0	0	---	---
TOTAL	125830	15874	22512	113.27	12841	21802	40512	185.82	60804	278.89	97132	151.22	233.06
TOTALS	1571	15849	15068	56.07	13866	27734	43978	158.57	66673	240.40	98026	132.50	206.01
1570	12237	18909	19568	103.49	13796	25795	45394	175.98	69386	268.99	101163	145.32	226.30
1569	12148	18404	18540	102.51	13423	24427	45034	184.36	69966	266.43	100149	149.36	233.82
1568	126958	17555	18557	107.42	13056	23264	42786	183.92	67232	254.43	98467	151.02	241.23
1567	115231	15750	17507	111.16	12864	22537	39913	177.10	61805	219.24	90609	145.97	236.66

\* Estimated in part by the Federal Highway Administration  
# Includes nonfatal injury persons who were injured in fatal accidents

Source: State Highway Department Reports on Federal Highway Administration Table TA-1







# Injury Accidents and Travel

TABLE ITS-3

## Injury Accidents, Persons Injured, and Travel, 1972 Subtotal—All State Highways

(Rates are per 100 million vehicle miles)

STATE	RURAL											URBAN											TOTAL				STATE																			
	NONFATAL INJURY ACCIDENTS			NONFATAL INJURY PERSONS			HIGHWAY MILES			NONFATAL INJURY ACCIDENTS			NONFATAL INJURY PERSONS			VEHICLE MILES (MILLIONS)			NONFATAL INJURY ACCIDENTS			NONFATAL INJURY PERSONS			VEHICLE MILES (MILLIONS)			NONFATAL INJURY ACCIDENTS			NONFATAL INJURY PERSONS			TOTAL												
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)		(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)								
ALABAMA	590	359	572	60	53	933	1556	5371	5807	108.12	8515	158.54	14770	11534	78.09	17848	120.84	14770	11534	78.09	17848	120.84	14770	11534	78.09	17848	120.84	14770	11534	78.09	17848	120.84	14770	11534	78.09	17848	120.84	14770	11534	78.09	17848	120.84				
<b>TOTAL</b>	<b>630009</b>	<b>445030</b>	<b>356129</b>	<b>79.31</b>	<b>656820</b>	<b>135.14</b>	<b>84009</b>	<b>395987</b>	<b>581048</b>	<b>146.77</b>	<b>886353</b>	<b>223.90</b>	<b>844917</b>	<b>937177</b>	<b>118.92</b>	<b>1493213</b>	<b>176.73</b>	<b>844917</b>	<b>937177</b>	<b>118.92</b>	<b>1493213</b>	<b>176.73</b>	<b>844917</b>	<b>937177</b>	<b>118.92</b>	<b>1493213</b>	<b>176.73</b>	<b>844917</b>	<b>937177</b>	<b>118.92</b>	<b>1493213</b>	<b>176.73</b>	<b>844917</b>	<b>937177</b>	<b>118.92</b>	<b>1493213</b>	<b>176.73</b>	<b>844917</b>	<b>937177</b>	<b>118.92</b>	<b>1493213</b>	<b>176.73</b>				
<b>REMOVED</b>																																														
<b>TOTAL</b>	<b>1571</b>	<b>1570</b>	<b>1565</b>	<b>1568</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	<b>1567</b>	

# Includes nonfatally injured persons who were injured in fatal accidents





