



# Age of Drivers in Crashes\*

**TABLE 4 Crash Rates for Florida Resident Drivers in All Crashes By Age Groups**

Age Groups	Driver Licenses Issued	Drivers In All Crashes	Rate Per 10,000 Licensed Drivers	Drivers In Fatal Crashes	Rate Per 10,000 Licensed Drivers
Under 15	0	479		11	
15-19	658,246	41,223	626.26	372	5.65
20-24	1,013,843	45,863	452.37	478	4.71
25-29	1,273,455	43,592	342.31	424	3.33
30-34	1,333,360	42,031	315.23	403	3.02
35-39	1,438,129	41,702	289.97	408	2.84
40-44	1,316,224	35,052	266.31	336	2.55
45-49	1,128,320	27,228	241.31	258	2.29
50-54	985,664	21,701	220.17	210	2.13
55-59	804,312	16,170	201.04	179	2.23
60-64	690,642	12,245	177.30	116	1.68
65-69	673,184	10,350	153.75	122	1.81
70-74	657,346	9,698	147.53	148	2.25
75-79	523,692	7,702	147.07	129	2.46
80-84	325,991	5,039	154.57	117	3.59
85 and over	189,724	3,298	173.83	89	4.69
Not Stated	0	2,614		18	
<b>Total</b>	<b>13,012,132</b>	<b>365,987</b>		<b>3,818</b>	

\*Does not include drivers of bicycles, mopeds, ATVs, trains " in all crashes" and "in fatal crashes" categories of this table.

In Table 4, Florida residents involved in crashes are separated into four groups. The age group 15-34 has the highest rate of involvement in crashes ranging from 315 to 626, with young drivers under age 25 having higher rates of crash involvement. For the age group 35-59, the rate drops below 300, with the age group 55-59 having a rate of 201 as compared to 289 for the age group 35-39.

The rates drop below 200 for the age group 60-79. However, the rates begin to rise for the age group 80 and above. While the older drivers perform the least amount of driving, compared to young drivers, reduced vision, slowed reaction time, and restricted physical movement contribute to the increase in crash rates for this group.

While the rates for fatal crash involvement are much lower than crash rates, they more or less follow the same pattern as crash rates. That is, the age group 15-34 shows the highest rate of fatal crash involvement ranging from 3 to 5.65 fatalities per 10,000 licensed drivers. The rates for the 35-59 age group drops below 3. Age group 60-69 has the lowest rate for fatal crash involvement while age group 75 and above is at a high risk of fatal crash involvement similar to drivers under 35 years of age. It is obvious that age alone is a poor predictor of individual driving ability. Age, however, coupled with other risk factors, such as inclement weather, traffic conditions, and deteriorating skills associated with aging contribute to the likelihood of fatal crashes involving older drivers.



# Age of Drivers in Crashes\*

**TABLE 5** Crash Rates For Florida Resident Drinking Drivers in All Crashes By Age Groups

Age Groups	Driver Licenses Issued	Drinking Drivers In All Crashes	Rate Per 10,000 Licensed Drivers	Drinking Drivers In Fatal Crashes	Rate Per 10,000 Licensed Drivers
Under 15	0	18		0	
15-19	658,246	1056	16.04	49	0.74
20-24	1,013,843	2427	23.94	99	0.98
25-29	1,273,455	2370	18.61	94	0.74
30-34	1,333,360	2426	18.19	75	0.56
35-39	1,438,129	2671	18.57	94	0.65
40-44	1,316,224	2127	16.16	52	0.40
45-49	1,128,320	1368	12.12	35	0.31
50-54	985,664	898	9.11	35	0.36
55-59	804,312	560	6.96	20	0.25
60-64	690,642	425	6.15	13	0.19
65-69	673,184	307	4.56	9	0.13
70-74	657,346	229	3.48	9	0.14
75-79	523,692	123	2.35	2	0.04
80-84	325,991	61	1.87	2	0.06
85 and over	189,724	59	3.11	2	0.11
Not Stated	0	166		4	
<b>Total</b>	<b>13,012,132</b>	<b>17,291</b>		<b>594</b>	

\*Does not include drivers of bicycles, mopeds, ATVs, and trains "in all crashes" and "in fatal crashes" categories of this table.

The age group 15-44, in Table 5, distinguishes itself from the other age groups by a relatively high rate of alcohol involvement. With the exception of the 40-44 year age group, the rate for alcohol involvement drops dramatically from 12 per 10,000 licensed drivers for the 45-49 age group to 1.87 for the 80-84 age group. There is only a slight increase for the 85 and over age group. Table 5 further illustrates that young drivers under the age of 25 have higher rates of fatal crashes involving alcohol than those 25 year and over. This can be attributed to excessive driving during high-risk and alcohol-prone night hours. Young drivers have a relatively low level of driving experience, and any concentration of alcohol can significantly affect their driving performance. Compared to crash rates, involvement of resident drinking drivers in fatal crashes are low. However, a comparison of drinking drivers in fatal crashes shows that drivers under 30 years of age have the highest rate of involvement in alcohol-related fatalities. The rates for the age groups 30-34 and 35-39 are 0.56 and 0.65 respectively. The rates continue to drop for the remaining age groups ending with 0.11 for the 85 and older group.

Tables 6 and 6A illustrate the distribution of motor vehicle crash and fatality involvement for the 29 and under age group and for the 70 and above age group without alcohol involvement. The data in Table 6 supports the findings of Table 4 in which those drivers under 25 had the highest rates of crashes. Similarly, fatality rates for drivers under 25 in Table 6 closely resemble the rates cited for drivers under 25 in Table 4. Age group 70-73 shows a relatively high rate of crash (Table 6A). The crash rate for age group 74-79 tends to drop slightly and begins to rise at 81 with the highest rate for 85 and over. Furthermore, crash and fatality rates in Table 6A closely resemble the rates for the 70 and over age group in Table 4. Tables 7 and 7A provide data for involvement in motor vehicle crashes and fatalities for the 29 and under and the 70 and above age group with alcohol involvement. Age group 18-27 (Table 7) shows a relatively high rate of alcohol-related crash involvement; however, alcohol-related fatal crash is more serious for the 18-25 age group. Compared to the age group under 30, age group 70 and over (Table 7A) has a relatively low rate of alcohol-related crashes. With the exception of age group 70-72 and 85 and over, the alcohol-related crash rates for age group 73-84 is below 3 per 10,000. Involvement in alcohol-related fatal crashes for age group 70 and above remain below the rate of 1 per 10,000.



# Selected Age Group\*

**TABLE 6** Crash Rates for Florida Resident Drivers  
In All Crashes for a Selected Age Group (15 - 29)

Age of Driver	Driver Licenses Issued	Drivers in All Crashes	Rate Per 10,000 Licensed Drivers	Drivers In Fatal Crashes	Rate Per 10,000 Licensed Drivers
Under 15	0	479		11	
15	55,516	685	123.39	10	1.80
16	117,808	7,631	647.75	75	6.37
17	144,219	10,051	696.93	77	5.34
18	164,302	11,947	727.14	117	7.12
19	176,401	10,909	618.42	93	5.27
20	185,288	10,020	540.78	94	5.07
21	199,494	9,759	489.19	99	4.96
22	203,531	8,918	438.16	92	4.52
23	207,366	8,706	419.84	96	4.63
24	218,164	8,460	387.78	97	4.45
25	227,459	8,839	388.60	88	3.87
26	243,989	8,852	362.80	92	3.77
27	264,125	8,939	338.44	87	3.29
28	273,915	8,688	317.18	84	3.07
29	263,967	8,274	313.45	73	2.77

**TABLE 6A** Crash Rates for Florida Resident Drivers  
In All Crashes for a Selected Age Group (70 - 85+)

Age of Driver	Driver Licenses Issued	Drivers in All Crashes	Rate Per 10,000 Licensed Drivers	Drivers In Fatal Crashes	Rate Per 10,000 Licensed Drivers
70	137,717	2,075	150.67	26	1.89
71	135,149	2,001	148.06	27	2.00
72	131,380	1,955	148.80	36	2.74
73	126,685	1,892	149.35	29	2.29
74	126,415	1,775	140.41	30	2.37
75	117,197	1,745	148.89	34	2.90
76	112,610	1,666	147.94	23	2.04
77	108,889	1,574	144.55	24	2.20
78	99,922	1,456	145.71	27	2.70
79	85,074	1,261	148.22	21	2.47
80	83,084	1,212	145.88	20	2.41
81	71,418	1,133	158.64	25	3.50
82	64,687	999	154.44	31	4.79
83	55,735	900	161.48	16	2.87
84	51,067	795	155.68	25	4.90
85 and Over	189,724	3,298	173.83	89	4.69

\*Does not include drivers of bicycles, mopeds, ATVs, and trains "in all crashes" and "in fatal crashes" categories on both tables.

**Crash Rates for Florida Resident Drinking Drivers  
In All Crashes for a Selected Age Group (15 - 29)**

**TABLE 7**

Age of Driver	Driver Licenses Issued	Drinking Drivers In All Crashes	Rate Per 10,000 Licensed Drivers	Drinking Drivers In Fatal Crashes	Rate Per 10,000 Licensed Drivers
Under 15	0	18		0	
15	55,516	16	2.88	0	0.00
16	117,808	93	7.89	5	0.42
17	144,219	199	13.80	6	0.42
18	164,302	353	21.48	23	1.40
19	176,401	395	22.39	15	0.85
20	185,288	443	23.91	21	1.13
21	199,494	546	27.37	24	1.20
22	203,531	481	23.63	15	0.74
23	207,366	491	23.68	18	0.87
24	218,164	466	21.36	21	0.96
25	227,459	460	20.22	22	0.97
26	243,989	473	19.39	16	0.66
27	264,125	497	18.82	19	0.72
28	273,915	478	17.45	21	0.77
29	263,967	462	17.50	16	0.61

**Crash Rates for Florida Resident Drinking Drivers  
In all Crashes for a Selected Age Group (70 - 85+)**

**TABLE 7A**

Age of Driver	Driver Licenses Issued	Drinking Drivers In All Crashes	Rate Per 10,000 Licensed Drivers	Drinking Drivers In Fatal Crashes	Rate Per 10,000 Licensed Drivers
70	137,717	55	3.99	4	0.29
71	135,149	52	3.85	1	0.07
72	131,380	59	4.49	2	0.15
73	126,685	29	2.29	0	0.00
74	126,415	34	2.69	2	0.16
75	117,197	29	2.47	0	0.00
76	112,610	29	2.58	0	0.00
77	108,889	27	2.48	0	0.00
78	99,922	28	2.80	1	0.10
79	85,074	10	1.18	1	0.12
80	83,084	20	2.41	0	0.00
81	71,418	7	0.98	0	0.00
82	64,687	14	2.16	2	0.31
83	55,735	11	1.97	0	0.00
84	51,067	9	1.76	0	0.00
85 and Over	189,724	59	3.11	2	0.11

\*Does not include drivers of bicycles, mopeds, ATVs, and trains "in all crashes" and "in fatal crashes" categories on both tables.

**TABLE 8 Drivers Killed or Injured By Residence and Gender\***

Residence	Male		Female		Total Drivers Killed and injured				All Drivers
	Drivers Killed	Drivers Injured	Drivers Killed	Drivers Injured	Drivers Killed	% Killed	Drivers Injured	% Injured	
% County of Crash	1.06	80.09	0.46	85.48	1,242	73.97	131,518	83.47	322,531
% Elsewhere In State	0.28	13.85	0.12	11.19	329	19.59	20,095	12.75	49,761
% Non-Resident of State	0.08	3.76	0.03	2.37	94	5.60	4,966	3.15	14,109
% Foreign	0.004	0.63	0.03	0.28	5	0.30	739	0.47	2,678
% Not Stated	0.009	0.23	0.001	0.08	9	0.54	254	0.16	1,134
<b>Total</b>	<b>1,225</b>	<b>84,300</b>	<b>454</b>	<b>73,272</b>	<b>1,679</b>	<b>100</b>	<b>157,572</b>	<b>100</b>	<b>390,213</b>

\* Drivers whose gender was not stated are included in the total column for all drivers.

Regarding gender and residence, a large percentage (73.97) of drivers killed in traffic crashes were from the county in which the crash occurred. Those drivers from elsewhere in the state ranked second (19.59%) behind those residing in the county. Only 5.6 percent of the drivers killed were non-residents of the state. Less than half of one percent of those killed in crashes were foreign drivers visiting Florida. The residences of less than 1 percent of drivers killed were unknown. Injuries followed the same distribution pattern of residence as those killed. In general, more men were involved in injury and fatal crashes than women in all categories of residence with the exception of the county of residence where a larger percentage of women (85.5%) than men (80.1%) were injured.

**TABLE 9 Drivers Involved in Crashes By Age Groups\***

Age	All Drivers	% All Drivers	Drivers Killed	% Drivers Killed	Drivers Injured	% Drivers Injured	% Total
15 & Under	2,720	0.70	23	1.37	1,954	1.24	3.31
16	7,928	2.03	24	1.43	3,165	2.01	5.47
17	10,384	2.66	35	2.08	4,087	2.59	7.34
18	12,424	3.18	45	2.68	4,992	3.17	9.03
19	11,387	2.92	45	2.68	4,538	2.88	8.48
20	10,500	2.69	36	2.14	4,223	2.68	7.51
21-24	37,680	9.66	147	8.75	15,138	9.60	28.01
25-34	90,118	23.09	283	16.85	35,776	22.70	62.64
35-44	81,163	20.80	300	17.86	32,384	20.55	59.20
45-54	52,159	13.37	198	11.79	21,379	13.56	38.72
55-64	30,663	7.86	140	8.33	12,374	7.85	24.04
65-74	21,956	5.63	147	8.75	8,961	5.69	20.06
75+	17,140	4.39	243	14.46	7,133	4.53	23.38
Not Stated	3,991	1.02	14	0.83	1,519	0.96	2.82
<b>Total</b>	<b>390,213</b>	<b>100</b>	<b>1,680</b>	<b>100</b>	<b>157,623</b>	<b>100</b>	

\* Includes bicycle drivers.

As shown in Table 9 drivers age 15 and under account for less than 1 percent of the total number of drivers in the state, but they constitute 1.37 percent of the drivers killed in traffic crashes. Drivers age 16 through 20 are more likely to be injured than killed in crashes. The fatality for this age group ranges from 1.43 percent to 2.68 percent. While there is a sharp increase in fatalities for the age group 21-54, their injury level remains consistently higher compared to their fatality level. The fatality versus injury level reverses for those 55 years of age and above. That is, this age group is more likely to be killed than injured in traffic crashes. Fatalities for age groups 25-44 and 75 and above remains relatively high compared to other age groups. Of particular interest is the age group 75 and over where they constitute 4.39 percent of the drivers in the state but account for 14.46 percent of drivers killed.

## PERSONS INVOLVED IN CRASHES BY AGE AND GENDER

**TABLE 10** Persons Killed\*

Age Groups	Total Killed	Drivers			Total Passengers	Pedestrians			Bicyclists		
		Total	Male	Female		Total	Male	Female	Total	Male	Female
0-4	34	0	0	0	22	12	3	9	0	0	0
5-9	41	0	0	0	26	11	6	5	4	3	1
10-14	58	8	8	0	30	17	14	3	3	3	0
15	19	5	4	1	11	0	0	0	3	3	0
16	54	22	13	9	23	7	4	3	2	2	0
17	53	33	23	10	17	1	1	0	2	2	0
18	70	43	32	11	19	6	5	1	2	2	0
19	68	44	28	16	19	4	3	1	1	1	0
20	57	35	27	8	16	5	5	0	1	1	0
21-24	233	147	118	29	60	26	22	4	0	0	0
25-34	432	270	207	63	76	73	58	15	13	12	1
35-44	478	280	196	84	67	111	81	30	20	19	1
45-54	336	183	140	43	52	86	59	26	15	15	0
55-64	238	123	93	30	46	52	38	14	17	15	2
65-74	255	141	84	57	66	42	30	12	6	6	0
75+	410	239	153	86	94	73	50	23	4	3	1
Not Stated	53	10	8	1	17	22	13	9	4	4	0
<b>Total</b>	<b>2,889</b>	<b>1,583</b>	<b>1,134</b>	<b>448</b>	<b>661</b>	<b>548</b>	<b>392</b>	<b>155</b>	<b>97</b>	<b>91</b>	<b>6</b>

**TABLE 11** Persons Injured\*

Age Groups	Total Injured	Drivers			Total Passengers	Pedestrians			Bicyclists		
		Total	Male	Female		Total	Male	Female	Total	Male	Female
0-4	4,033	0	0	0	3,747	254	159	95	32	22	10
5-9	7,202	14	13	1	6,156	682	446	236	350	256	94
10-14	8,812	283	186	97	6,899	837	521	315	793	611	182
15	3,145	311	191	120	2,453	210	125	84	171	139	32
16	6,211	3,005	1,506	1,499	2,871	175	97	78	160	127	33
17	7,011	3,964	1,948	2,016	2,767	157	95	62	123	98	25
18	7,713	4,868	2,510	2,358	2,562	159	84	75	124	100	24
19	6,931	4,430	2,318	2,111	2,252	141	99	42	108	84	24
20	6,226	4,142	2,160	1,981	1,878	125	80	45	81	60	21
21-24	21,549	14,827	7,765	7,062	5,998	413	268	144	311	241	70
25-34	47,181	35,035	18,320	16,714	10,318	1,087	738	346	741	570	171
35-44	41,901	31,570	16,421	15,148	8,282	1,235	811	422	814	664	149
45-54	28,024	20,910	10,947	9,963	5,853	792	487	303	469	389	80
55-64	17,032	12,130	6,525	5,605	4,135	523	295	227	244	202	42
65-74	13,260	8,808	4,853	3,955	3,850	449	257	192	153	130	23
75+	10,927	7,030	3,930	3,100	3,313	481	214	267	103	90	13
Not Stated	4,705	1,159	650	463	2,832	354	215	138	360	274	86
<b>Total</b>	<b>241,863</b>	<b>152,486</b>	<b>80,243</b>	<b>72,193</b>	<b>76,166</b>	<b>8,074</b>	<b>4,991</b>	<b>3,071</b>	<b>5,137</b>	<b>4,057</b>	<b>1,079</b>

\*Persons whose gender was not stated are included in the total columns for both tables. Gender of passengers is not reported.

Table 10 shows that males are disproportionately represented among bicyclists (93.8%), pedestrians (71.5%), and drivers (71.6%) killed in traffic crashes. Of those killed in these categories, as well as passengers, a high proportion were above 21 years of age. A relatively high proportion of male bicyclists and pedestrians were also among those injured in traffic crashes (Table 11). However, injured drivers are equally distributed among male and female drivers. Again, the majority of bicyclists, pedestrians, and drivers injured are above 21 years of age.



CHART 1

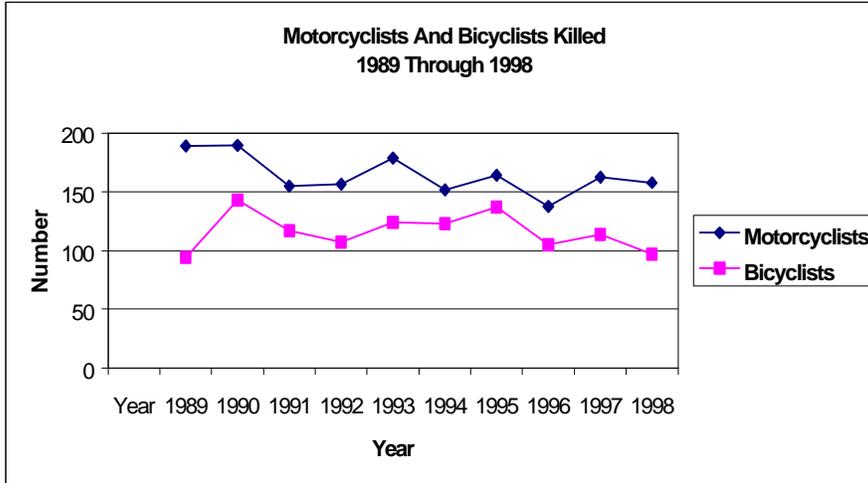
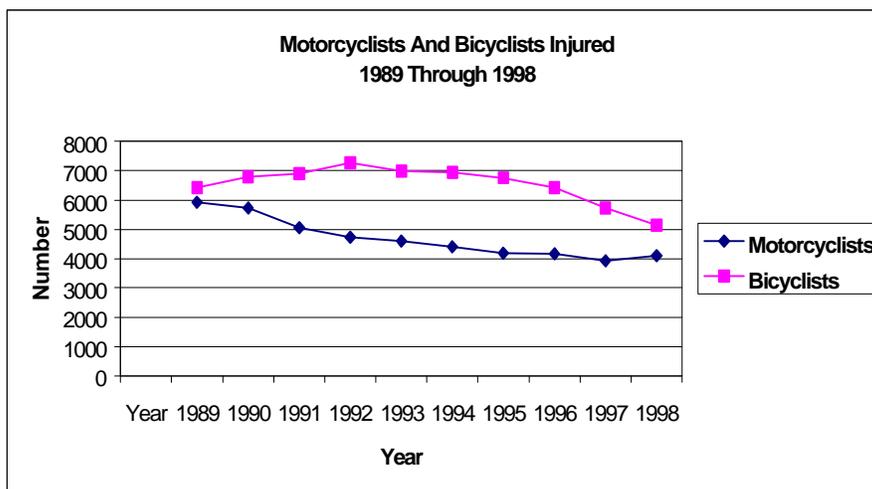


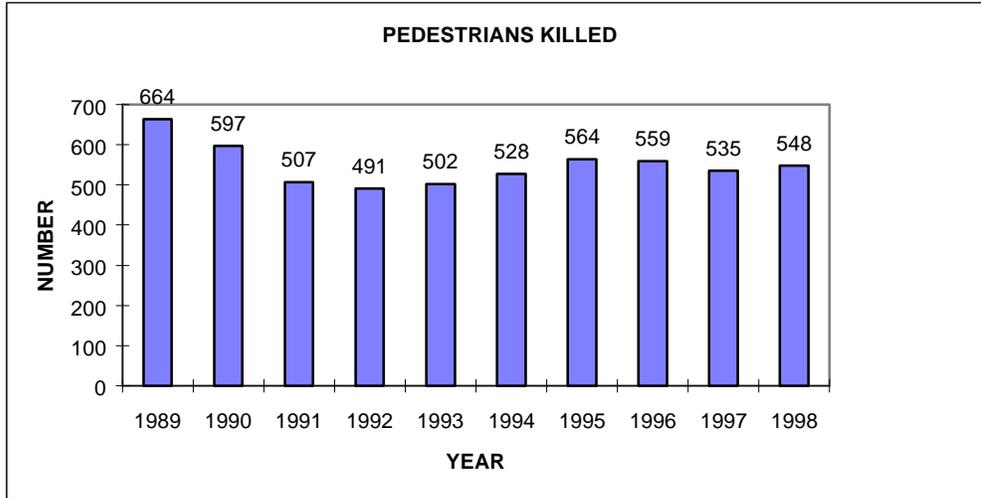
CHART 2



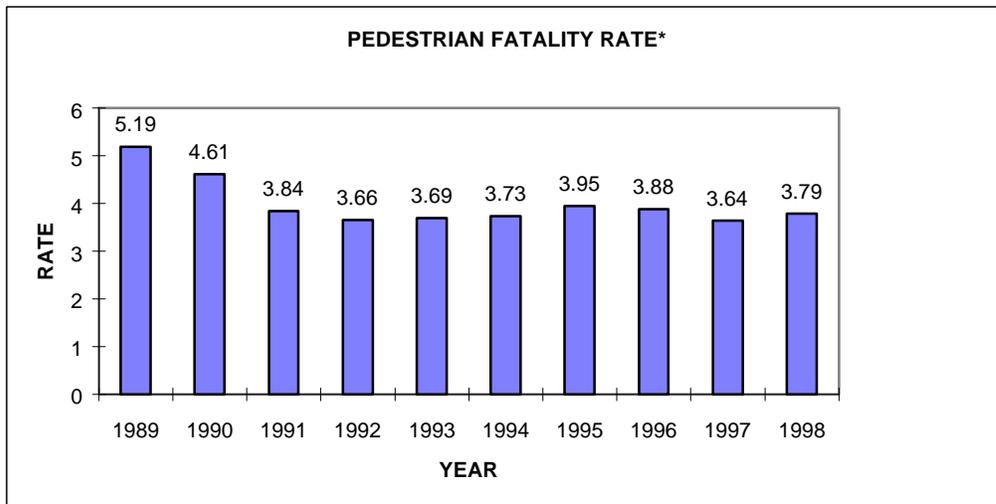
\* Passengers are not included in the above charts.

Charts 1 and 2 show a gradual decrease in the number of motorcyclists injured and killed in traffic crashes during the past 10 years. Trend analysis of the data contained in the two charts shows that the drop in the number of motorcyclists killed is faster than the decline in the number of bicyclists killed. A similar pattern is observed for motorcyclists and bicyclists injured in traffic crashes. That is, the number of injured motorcyclists has dropped at a faster pace than the number of injured bicyclists between 1989 and 1998.

**CHART 3**



**CHART 4**



\* Florida pedestrian fatality rate per 100,000 residents.

**TABLE 12 Pedestrians Killed in Crashes By Age and Type of Actions**

Age Group	Pedestrian Actions												% Total	Total Killed
	Cross Not at Inter-section	%	Cross at Inter-section	%	Walking Along Rd. With Traffic	%	Walk Along Rd. Against Traffic	%	Standing or Playing in Road	%	Other	%		
0-4	7	58.3	0	0	0	0	0	0	0	0	5	41.7	100	12
5-9	6	54.5	1	9.09	0	0	1	9.09	1	9.09	2	18.2	100	11
10-14	4	23.5	3	17.6	2	11.8	0	0	4	23.5	4	23.5	100	17
15-19	8	44.4	2	11.1	1	5.56	0	0	2	11.1	5	27.8	100	18
20-24	13	41.9	0	0	7	22.6	0	0	1	3.23	10	32.3	100	31
25-34	30	41.1	7	9.59	6	8.22	2	2.74	4	5.48	24	32.9	100	73
35-44	49	44.1	11	9.91	10	9.01	2	1.8	13	11.7	26	23.4	100	111
45-54	42	48.8	9	10.5	6	6.98	0	0	5	5.81	24	27.9	100	86
55-64	29	55.8	7	13.5	1	1.92	0	0	3	5.77	12	23.1	100	52
65+	66	57.4	21	18.3	3	2.61	1	0.87	0	0	24	20.9	100	115
Not Stated	8	36.4	5	22.7	1	4.55	0	0	2	9.09	6	27.3	100	22
<b>Total</b>	<b>262</b>		<b>66</b>		<b>37</b>		<b>6</b>		<b>35</b>		<b>142</b>			<b>548</b>

As Table 12 shows, among the pedestrians “not crossing at intersection,” age groups under 10 and 45-65 constitute the highest percentage killed. A similar fatality pattern exists for those pedestrians “crossing at intersection.” That is, pedestrians under 15 years of age and those 45-65 constituted a higher percentage of those killed compared to the remainder of the age groups in that category. While it is safer to walk against oncoming traffic, a large percentage of pedestrians ages 20-54 years were killed by walking along the road with traffic. Furthermore, pedestrians under 15 years of age were the most likely to be killed while standing or playing in roadways.

**TABLE 13 Pedestrians Injured in Crashes By Age and Type of Actions**

Age Group	Pedestrian Actions												% Total	Total Killed
	Cross Not at Inter-section	%	Cross at Inter-section	%	Walking Along Rd. With Traffic	%	Walk Along Rd. Against Traffic	%	Standing or Playing in Road	%	Other	%		
0-4	106	41.7	13	5.12	4	1.57	1	0.39	28	11	102	40.2	100	254
5-9	341	50	61	8.94	9	1.32	3	0.44	75	11	193	28.3	100	682
10-14	358	42.8	130	15.5	44	5.26	25	2.99	61	7.29	219	26.2	100	837
15-19	308	36.6	117	13.9	71	8.43	24	2.85	44	5.23	278	33	100	842
20-24	163	30.3	62	11.5	41	7.62	14	2.6	32	5.95	226	42	100	538
25-34	344	31.6	118	10.9	71	6.53	24	2.21	41	3.77	489	45	100	1087
35-44	426	34.5	149	12.1	66	5.34	32	2.59	48	3.89	514	41.6	100	1235
45-54	260	32.8	121	15.3	39	4.92	23	2.9	33	4.17	316	39.9	100	792
55-64	171	32.7	91	17.4	14	2.68	10	1.91	11	2.1	226	43.2	100	523
65+	282	30.3	189	20.3	38	4.09	26	2.8	29	3.12	366	39.4	100	930
Not Stated	101	28.5	32	9.04	11	3.11	2	0.56	26	7.34	182	51.4	100	354
<b>Total</b>	<b>2860</b>		<b>1083</b>		<b>408</b>		<b>184</b>		<b>428</b>		<b>3111</b>			<b>8074</b>

Among the pedestrians injured (Table 13) while “crossing not at intersections,” those under 15 years of age and age group 35-64 stand out with the highest percentage of injuries. For those pedestrians crossing at intersections, the age groups 10-19 and 45-65 had the highest percentage of injuries. Pedestrians in the 10-44 age groups, walking along the road with traffic, had the highest percentage of injuries compared to those below and above their age group. Pedestrians walking along the road against traffic had the lowest percentage of injuries (Table 13) and fatalities (Table 12) compared to pedestrians in other pedestrian action categories. The percentage of fatalities and injuries were highest for the age group representing 15 years of age and under for the category “standing or playing in road.” With few exceptions, the majority of pedestrians in the “Other” categories (Tables 12 and 13) are adults between 20-44 years of age which include those “Crossing at Mid-block Crosswalk,” “Working on Vehicle in Road,” “Standing in Pedestrian Island,” and “Other Working in Road.” Due to the collapsing of several categories into one “Other” category, the percentages are relatively high compared with pedestrian actions not included in the “Other” category. With regard to alcohol involvement, the majority of pedestrian involvement is between the 20-24 and 55-59 age groups with the heavy concentration in the 25-49 age group (Table 14). Alcohol involvement drops to 6.84 percent for age group 65-69 ending with 1.96 percent for the 85-89 age group. The 5.71 percent alcohol involvement for 90-94 age group appears to be an aberration.

**Pedestrians in Crashes By Age**  
**TABLE 14 And Percent Drinking**

Age Group	Number Pedestrians	Number Drinking	Percent Drinking
0-4	276	4	1.45
5-9	724	6	0.83
10-14	899	14	1.56
15-19	926	51	5.51
20-24	619	78	12.60
25-29	566	98	17.31
30-34	673	133	19.76
35-39	744	153	20.56
40-44	681	144	21.15
45-49	542	111	20.48
50-54	381	52	13.65
55-59	339	42	12.39
60-64	270	29	10.74
65-69	234	16	6.84
70-74	275	16	5.82
75-79	236	9	3.81
80-84	185	3	1.62
85-89	102	2	1.96
90-94	35	2	5.71
95-99	9	0	0.00
Unknown	444	38	8.56
<b>Total</b>	<b>9,160</b>	<b>1,001</b>	

**Pedestrians in Crashes By Injury Severity**  
**TABLE 15 And Percent Drinking**

Injury Severity	Number Pedestrians	Number Drinking	Percent Drinking
Unknown	103	4	3.88
No Injury	418	56	13.40
Possible Injury	2,420	156	6.45
Non-Incapacit. Injury	3,490	300	8.60
Incapacitating Injury	2,164	331	15.30
Fatal Injury	548	150	27.37
Non- Traffic Fatality	17	4	23.53
<b>Total</b>	<b>9,160</b>	<b>1,001</b>	<b>10.93</b>

### Passengers Riding in Beds of Light (pickup) Trucks

**TABLE 16** By Numbers Killed or Injured

Injured/Killed	0-4	5-9	10-14	15-19	21-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75 and Over	Not Stated	Total
<b>Injured</b>	4	31	59	105	45	29	28	16	13	14	3	5	1	0	0	1	19	373
<b>%</b>	100	100	98.3	97.2	97.8	100	97	89	93	100	100	100	33	0	0	50	100	
<b>Killed</b>	0	0	1	3	1	0	1	2	1	0	0	0	2	0	0	1	0	12
<b>%</b>	0	0	1.67	2.78	2.17	0	3.4	11	7.1	0	0	0	67	0	0	50	0	
<b>% TOTAL</b>	100	100	100	100	100	100	100	100	100	100	100	100	100	0	0	100	100	
<b>Total</b>	<b>4</b>	<b>31</b>	<b>60</b>	<b>108</b>	<b>46</b>	<b>29</b>	<b>29</b>	<b>18</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>385</b>

### Passengers Riding in Beds of All Types of Trucks

**TABLE 16A** By Numbers Killed or Injured

Injured/Killed	0-4	5-9	10-14	15-19	21-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75 and Over	Not Stated	Total
<b>Injured</b>	4	32	63	115	50	37	40	20	17	17	7	7	1	1	0	1	19	431
<b>%</b>	100	100	98.4	97.5	98	100	98	91	94	100	100	100	33	100	0	50	100	
<b>Killed</b>	0	0	1	3	1	0	1	2	1	0	0	0	2	0	0	1	0	12
<b>%</b>	0	0	1.56	2.54	1.96	0	2.4	9.1	5.6	0	0	0	67	0	0	50	0	
<b>% Total</b>	100	100	100	100	100	100	100	100	100	100	100	100	100	100	0	100	100	
<b>Total</b>	<b>4</b>	<b>32</b>	<b>64</b>	<b>118</b>	<b>51</b>	<b>37</b>	<b>41</b>	<b>22</b>	<b>18</b>	<b>17</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>443</b>

The majority of passengers riding in the beds of trucks were between 5 and 44 years of age (Table 16). Of the total 385 passengers reported riding in the beds of trucks, 3.12 percent were killed as opposed to 96.88 percent being injured. With the exception of age group 60-75 and above, those riding in the beds of light trucks had relatively equal chances of being injured regardless of age. 66.7 percent of those killed were between 15 and 44 years of age. The distribution of injuries and fatalities for passengers riding in beds of all types of trucks follows the same pattern as those riding in the beds of light (pickup) trucks (Table 16A).