

2007 FATAL CRASHES (PRELIMINARY)

OKLAHOMA FACT SHEET

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Crashes, Injuries & Rates (Preliminary)

Preliminary data in 2007 indicate there were 637 reported fatal crashes in Oklahoma. Fatal crashes decreased 4.6% from 668 in 2006. The 2007 fatal crashes resulted in 754 fatalities and 577 persons injured. Fatalities decreased 1.4% from 765 in 2006 to 754 in 2007.

Oklahoma's 2007 fatal crash rate by population is .88 per 5,000 persons and the fatality rate is 1.04 per 5,000 persons.

The 2007 fatal crash rate by licensed drivers is 1.38 per 5,000 licensed drivers. The fatality rate is 1.63 per 5,000 licensed drivers.

Fatalities

Of the 754 fatalities, 490 were drivers, 195 were passengers, 66 were pedestrians and 3 were bicyclists. The table below shows vehicle types with occupants involved in 2007 fatal crashes.

Fatalities in 2007 Crashes Vehicle Type & Person Type			
Vehicle Type	Driver	Passenger	Total
Passenger Car	185	66	251
Pickup Truck	128	45	173
Single Unit Truck	5	1	6
Truck/Trailer	1		1
Truck-tractor/Trailer(s)	11	5	16
Bus/Large Van (Seats 9-15)		4	4
Motorcycle	66	6	72
ATV	7	2	9
SUV	63	49	112
Passenger Van	15	16	31
Other	7	1	8
Unknown	2		2
Total	490	195	685
Excludes 66 pedestrians and 3 bicyclists.			

Restraint Use Among Fatalities

Some 53.4% of the drivers in passenger vehicles/pickup trucks that were killed were not using a restraint. Some 56.3% of the passengers killed in passenger vehicles/pickup trucks were not using restraints.

2007 Fatalities in Passenger Vehicles/Pickup Trucks Restraint Use & Person Type			
Restraint Use	Driver	Passenger	Total
Unknown	22	14	36
Not In Use	209	99	308
In Use	160	61	221
Child Restraint		2	2
Total	391	176	567
Passenger vehicle includes passenger car, SUV and passenger van.			

Persons Ejected

There were 157 fatalities totally ejected and 41 fatalities partially ejected from vehicles in 2007 fatal crashes. Of the 157 fatalities totally ejected, 91.1% (143 of 157) were not using restraints. There was an additional 3.2% (5 of 157) persons ejected whose restraint use was unknown. Of the 41 fatalities partially ejected, 80.5% (33 of 41) were not using restraints.

Driver Age & Gender

There were 994 drivers involved in fatal crashes in 2007. Of these 994 drivers, 12.7% were age 21-25, 11.9% were age 16-20 and 10.8% were age 26-30. Some 72.5% of the drivers in fatal crashes were male.

Almost half (49.3%) of the drivers in fatal crashes were killed. Of the 490 drivers killed in fatal crashes, 12.4% were age 21-25, 11.2% were age 16-20 and 11.0% were age 26-30. Some 75.9% of the drivers killed were male.

Driver Condition

Of the 994 drivers involved in fatal crashes in 2007, 12.2% (121 of 994) had an Alcohol/Drug-Related driver condition. Some 87.6% (106 of 121) of the drivers with an Alcohol/Drug-Related driver condition in fatal crashes were male.

Of the 121 drivers in fatal crashes with an Alcohol/Drug-Related driver condition, 17.5% were age 21-25, 15.0% were age 41-45 and 13.3% were age 36-40.

Contributing Factors

Some 19.9% of the drivers in fatal crashes were speeding, 12.4% of the drivers made an improper act/movement, 6.5% of the drivers moved left of center and 5.3% of the drivers failed to yield.

Some 34.3% of the drivers speeding in fatal crashes were age 16-25, 21.2% were age 36-45, 20.7% were age 26-35 and 12.6% were age 46-55. Some 81.8% of the drivers speeding in fatal crashes were male.

Some 23.6% of the drivers who made an improper act/movement were age 26-25, 17.9% were age 26-35, 17.9% were age 46-55 and 15.4% were age 36-45. Some 67.5% of the drivers were male.

Some 29.2% of the drivers left of center in fatal crashes were age 16-25, 20.0% were age 26-35, 20.0% were age 36-45, 12.3% were age 46-55 and 12.3% were age 76+.

Rollovers & Ejections

In 2007, there were 226 fatal crashes in which 261 vehicles rolled. Some 60.9% of the persons killed in a vehicle that rolled were totally or partially ejected from the vehicle. Some 92.9% of the fatalities totally or partially ejected from a rolling vehicle were not using restraints.

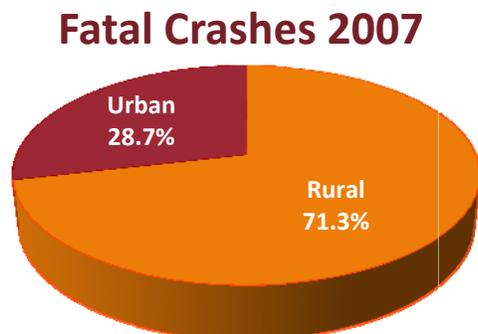
First Harmful Event

In 40.7% of the fatal crashes the first harmful event was a collision between two motor vehicles in transport, in 13.2% of the fatal crashes a vehicle rolling was the first harmful event and in 7.1% of the fatal crashes striking a pedestrian was the first harmful event.

In 57.1% of the fatal crashes the first harmful event occurred on the roadway, 26.1% occurred on the roadside and 8.2% occurred on the road shoulder.

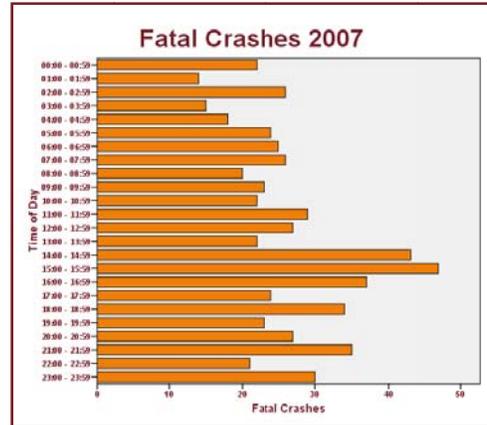
Rural vs. Urban

Statewide there were almost three times as many fatal crashes in rural areas as there were in urban areas in 2007.



Time & Day

Fatal crashes in 2007 peaked between the hours of 2 p.m. and 5 p.m. Friday, Saturday and Monday had the highest number of fatal crashes.



In Addition

- ✘ Oklahoma, Tulsa and Rogers Counties had the highest incidence of fatal crashes in 2007
- ✘ Of the fatal crashes in 2007 that occurred in cities, Oklahoma City, Tulsa, Norman and Lawton were the cities with the highest incidence
- ✘ 49.3% of the fatal crashes in 2007 occurred in clear weather
- ✘ 53.1% of the fatal crashes in 2007 occurred in daylight
- ✘ 33.0% of the fatal crashes in 2007 occurred in the dark in an unlighted area
- ✘ Some 85.2% of the drivers in 2007 fatal crashes had an Oklahoma driver license