

# 2008 FATAL CRASHES OKLAHOMA FACT SHEET

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## Crashes, Fatalities, Injuries & Rates

In 2008 there were 673 reported fatal crashes in Oklahoma. Fatal crashes increased 3.1% from 653 in 2007. The 2008 fatal crashes resulted in 751 fatalities and 568 persons injured. Fatalities decreased 2.5% from 770 in 2007 to 751 in 2008.

Oklahoma's 2008 fatal crash rate by population is .9 per 5,000 persons and the fatality rate is 1.0 per 5,000 persons.

The 2008 fatal crash rate per 100 million vehicle miles traveled is 1.4 and the fatality rate is 1.6 per 100 million vehicle miles traveled.

## Fatalities

Of the 751 fatalities, 517 were drivers, 177 were passengers, 49 were pedestrians, four were bicyclists, two were on a train and two were in a parked vehicle. The table below shows vehicle types with occupants involved in 2008 fatal crashes.

Fatalities in 2008 Crashes Vehicle Type & Person Type			
Vehicle Type	Driver	Passenger	Total
Passenger Car	178	78	256
Pickup Truck	147	44	191
Single Unit Truck	6		6
Truck/Trailer	2		2
Truck-tractor	1		1
Truck-tractor/Trailer(s)	14	3	17
Motorcycle	81	6	87
ATV	8		8
SUV	58	35	93
Passenger Van	14	13	27
Other	7		7
Unknown	1		1
<b>Total</b>	<b>517</b>	<b>179</b>	<b>696</b>
Excludes pedestrians, bicyclists, and train.			

## Restraint Use Among Fatalities

Some 54.6% of the drivers killed in passenger vehicles/pickup trucks were not using restraints. Some 67.5% of the passengers killed in passenger vehicles/pickup trucks were not using restraints.

2008 Fatalities in Passenger Vehicles/Pickup Trucks Restraint Use & Person Type			
Restraint Use	Driver	Passenger	Total
Unknown	26	7	33
Not In Use	209	106	315
In Use	148	43	191
Child Restraint		1	1
<b>Total</b>	<b>383</b>	<b>157</b>	<b>540</b>
Passenger vehicle includes passenger car, SUV and passenger van.			

## Persons Ejected

There were 145 fatalities totally ejected and 52 fatalities partially ejected from vehicles in 2008 crashes. Of the 145 fatalities totally ejected, 91.7% (133 of 145) were not using restraints. There were an additional 4.1% (6 of 145) persons totally ejected whose restraint use was unknown.

Of the 52 fatalities partially ejected, 80.8% (42 of 52) were not using restraints and restraint use was unknown for 7.6% (4 of 52) of the fatalities.

## Alcohol-Related Driver Condition

Of the 1,014 drivers involved in fatal crashes in 2008, 26.0% (264 of 1,014) had an Alcohol-Related driver condition. Some 83.7% (221 of 264) of the drivers with an Alcohol-Related driver condition in fatal crashes were male.

Of the 264 drivers in fatal crashes with an Alcohol-Related driver condition, 31.1% were age 16-25, 25.0% were age 26-35 and 16.3% were age 46-55.

### Driver Distraction

In 2008, 13 fatal crashes involved a driver distracted by an electronic device and 19 fatal crashes involved a driver distracted by means other than an electronic device.

### Driver Contributing Factors

Some 20.4% of the drivers in fatal crashes were driving at an unsafe speed, 11.6% of the drivers made an improper act/movement, 6.7% failed to yield and 6.5% moved left of center.

A closer look at the primary contributing factor of unsafe speed for drivers in fatal crashes shows that 27.1% were exceeding the legal speed limit, 25.1% were driving at an unsafe speed on a curve/turn and 10.1% were driving at an unsafe speed for the type of road.

### Driver Age & Gender

There were 1,014 drivers involved in fatal crashes in 2008. Of these 1,014 drivers, 23.7% were age 16-25, 18.9% were age 26-35 and 16.3% were age 46-55. Some 74.8% of the drivers in fatal crashes were male.

Drivers in 2008 Fatal Crashes By Driver Age		
Driver Age	Drivers	% of Total
Not Stated	9	.9%
Age 15 & Under	6	.6%
16 thru 25	240	23.7%
26 thru 35	192	18.9%
36 thru 45	159	15.7%
46 thru 55	165	16.3%
56 thru 65	120	11.8%
66 thru 75	77	7.6%
76+	46	4.5%
<b>Total</b>	<b>1014</b>	

Some 51.0% of the drivers in fatal crashes were killed. Of the 517 drivers killed in fatal crashes, 21.1% were age 16-25, 17.4% were age 46-55 and 15.9% were age 26-35. Some 77.9% of the drivers killed were male.

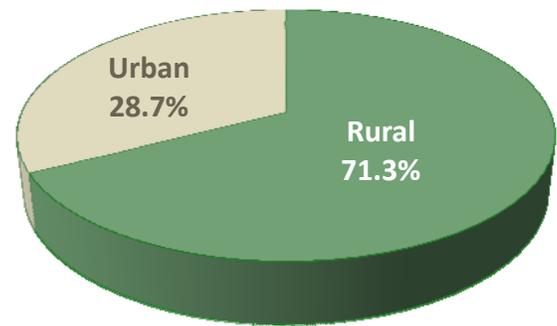
### First Harmful Event

The first harmful event in a crash is defined as the first damage producing event for the entire crash. In 38.0% of the fatal crashes the first harmful event was a collision between two motor vehicles in transport, in 31.0% the first harmful event was a collision with a fixed object and in 12.5% the first harmful event was a vehicle rollover.

### Rural vs. Urban

Statewide, there were almost three times as many fatal crashes in rural areas as there were in urban areas in 2008.

Fatal Crashes 2008



### Time & Day

Fatal crashes in 2008 peaked between the hours of 3 p.m. and 6 p.m. Friday, Saturday and Sunday had the highest number of fatal crashes.

