

2021 OKLAHOMA Crash Facts

Oklahoma Department of Public Safety

Highway Safety Office

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INTRODUCTION & GLOSSARY

The purpose of this document is to provide a description of Oklahoma traffic crash, injury, and fatality data. This document is a resource for local transportation, law enforcement, health, and other agencies charged with the responsibility of coping with the increasing number and cost of traffic crashes.

This introduction section is intended to provide readers with an overall description of traffic safety across the state of Oklahoma for the calendar year 2021. The tables and charts provided in the following sections include more specific details about crashes and injuries across various regions of the state (i.e. counties and cities), as well as data on particular aspects of traffic safety in Oklahoma (i.e. impaired driving, distracted driving, occupant protection, etc.)

Reporting Year: 2021 calendar year.

Fatalities: On January 1, 2001, Oklahoma's reporting standards for fatalities were changed to meet national standards. Fatalities that occur within 30 days of a traffic crash are reported as fatalities.

Agency: Reporting agencies include: Oklahoma Highway Patrol, city police, sheriff departments, game or park rangers, campus police, or other agencies.

For the purpose of this document:

OHP = Oklahoma Highway Patrol

Non-OHP = all reporting agencies except OHP

Statewide = all reporting agencies

Exclusions: The Department of Public Safety database is used with one exclusion: non-traffic crashes. Non-traffic crashes are those occurring on private property, deliberate acts, medical episodes such as heart attacks, legal interventions, suicides, industrial crashes, drownings, boat crashes, incidents, and others. These crash records are kept in the DPS database but are not used for statistical purposes, and are therefore not represented in this document.

Glossary –

Alcohol-Related: Indicates the presence of any amount of alcohol.

Beginning with 2007 crash data, additional data relating to alcohol has been added to the crash data. This additional data accounts for improved reporting of alcohol-related fatalities and injuries. The additional information is from Medical Examiner Reports on fatalities and Board of Tests.

Contributing Factor: Previously the “cause of crash” indicated the primary cause of the collision and it was not possible to determine individual driver actions and behaviors. With the 2007 revision of the *Official Oklahoma Traffic Collision Report* form, the cause was replaced with a contributing factor for each driver which allows more in depth analyses.

Crash Data: The Records Management Division of the Oklahoma Department of Public Safety maintains a database of crash records as reported by law enforcement agencies throughout Oklahoma. This database includes crashes resulting in injury, death or

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over \$500¹ property damage. Crashes occurring on private or public property are not included in this database. Data elements included relate to information on vehicles, roadways, crash circumstances, drivers, passengers, pedestrians, motorcyclists, and bicyclists involved in these crashes.

Driver:	A driver is an occupant who is in actual physical control of a transport vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost.
Drug-Related:	Indicates the presence of drugs, whether illegal or prescription.
KABCO Scale:	<p>This scale is used for classifying injury severity. The letters in this scale indicate the following injury severities:</p> <p>K = Fatal injury – Any injury that directly results in the death of a living person within 30 days of a motor vehicle crash.</p> <p>A = Suspected serious injury – Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Formerly an “incapacitating injury.”</p> <p>B = Suspected minor injury – Any injury other than a fatal injury or a suspected serious injury that is evident to observers at the scene. Formerly a “non-incapacitating injury.”</p> <p>C = Possible injury – Any injury reported or claimed which is not a fatal injury, incapacitating injury or non-incapacitating evident injury.</p> <p>O = Non injury – No personal injury. Non injury crashes may also be referred to as ‘Property Damage Only’ crashes, or PDO.</p> <p>The overall injury severity assigned to each crash is based on the person in the crash who sustained the worst injury.</p>
Large Truck:	Large trucks include the following vehicle configurations as shown on the <i>Official Oklahoma Traffic Collision Report</i> . Single Unit Truck - 2 Axles, Single Unit Truck - 3 or More Axles, Truck/Trailer, Truck-Tractor/Semi-Trailer, Truck-Tractor/Double Trailers, Truck/Tractor/Triple Trailers and Truck more than 10,000 lbs. - Cannot Classify. This replaces the previous year’s sections about commercial vehicles.
Passenger:	A passenger is any occupant of a road vehicle other than its driver.
Pedalcyclist:	An operator or occupant of a non-motorized other road vehicle that is propelled by pedaling.

¹ Title 47 § 40-102

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Pedestrian:	A pedestrian is any person who is not an occupant of a road vehicle.
Rural Area:	A rural area is any area which is not within urban areas. For the purposes of reporting here, a crash is classified as rural if it occurs inside the limits of a populated area whose population is 4,999 or fewer, or if it has been marked as occurring “near,” rather than “in,” a city.
Unsafe Speed:	The revision of the <i>Official Oklahoma Traffic Collision Report</i> in 2007 allows reporting of a contributing factor for each vehicle involved in a crash instead of a single cause of the crash. This accounts for the increased reporting of crashes involving unsafe speed.
Urban Area:	An urban area includes the area within boundaries that have been fixed by responsible state and local officials in cooperation with each other and approved by the Federal Highway Administration, U.S. Department of Transportation. For an area to be considered urban, it must have a population of 5,000 or more, as designated by the U.S. Bureau of the Census.
Work Zone:	A work zone is an area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators, including those on transport vehicles. It extends from the first warning sign, signal, or flashing lights to the “END ROAD WORK” sign or the last traffic control device pertinent for that work activity.
VMT:	Vehicle Miles Traveled.

OKLAHOMA BACKGROUND

Population (2020 Estimate) ¹	3,959,353
Square Miles ²	69,898
Miles of Roadway ³	116,536
Registered Vehicles ⁴	4,481,774
Registered Automobiles ⁵	3,356,245
Registered Motorcycles ⁶	133,895
Licensed Drivers ⁷	2,629,640
Vehicle Miles Traveled ⁸	46,024,959,322

Population in Major Cities⁹ Population Estimates 2020 Above 30,000

Oklahoma City.....	662,314
Tulsa.....	403,166
Norman.....	125,762
Broken Arrow.....	111,648
Edmond.....	95,346
Lawton.....	93,164
Moore.....	63,102
Midwest City.....	57,591
Stillwater.....	50,306
Enid.....	49,542
Owasso.....	37,241
Muskogee.....	36,831
Bartlesville.....	36,602
Shawnee.....	31,555

¹ U.S. Census Bureau.

² Ibid.

³ Oklahoma Department of Transportation, Planning Division, Current Planning Branch, Oklahoma City, Oklahoma.

⁴ *Annual Vehicle Registration Report*. July 1, 2019 - June 30, 2020. Oklahoma Tax Commission, Motor Vehicle Division, Oklahoma City, Oklahoma.

⁵ Ibid.

⁶ Ibid.

⁷ Oklahoma Department of Public Safety.

⁸ Oklahoma Department of Transportation. Planning Division, Current Planning Branch, Oklahoma City, Oklahoma.

⁹ U.S. Census Bureau 2020 Population Estimates by Place.

CRASH SUMMARY

	2020	2021	% Change
Crashes per Day	169	181	7.1%
Statewide Mileage Death Rate (per 100 million VMT)	1.53	1.66	---
Statewide Crashes			
Fatalities	654	762	16.5%
Injuries*	27,418	30,195	10.1%
Total Crashes	61,739	66,074	7.0%
Fatal Crashes	602	681	13.1%
Injury Crashes*	18,808	20,678	9.9%
Property Damage Only Crashes	42,329	44,715	5.6%
Alcohol-Related Crashes			
Fatalities	199	195	-2.0%
Injuries	1,672	1,798	7.5%
Total Crashes	2,949	2,869	-2.7%
Fatal Crashes	176	175	-0.6%
Injury Crashes	1,142	1,191	4.3%
Large Truck Crashes			
Fatalities	75	112	49.3%
Injuries	1,563	1,861	19.1%
Total Crashes	4,784	5,575	16.5%
Fatal Crashes	73	99	35.6%
Injury Crashes	1,168	1,332	14.0%
Train Involved Crashes			
Fatalities	1	1	0.0%
Injuries	16	16	0.0%
Total Crashes	38	32	-15.8%
Fatal Crashes	1	1	0.0%
Injury Crashes	15	12	-20.0%
Unsafe Speed Crashes			
Fatalities	185	206	11.4%
Injuries	4,224	4,432	4.9%
Total Crashes	7,823	7,740	-1.1%
Fatal Crashes	176	187	6.3%
Injury Crashes	2,975	2,981	0.2%
Motorcyclists in Crashes			
Fatalities	62	76	22.6%
Injuries	915	990	8.2%
School Bus Crashes			
Fatalities	0	0	0.0%
Injuries	31	63	103.2%
Total Crashes	114	151	32.5%
Fatal Crashes	0	0	0.0%
Injury Crashes	18	25	38.9%

CRASH SUMMARY

	2020	2021	% Change
<i>Pedalcyclists in Crashes</i>			
Fatalities	12	13	8.3%
Injuries	238	226	-5.0%
<i>Pedestrians in Crashes</i>			
Fatalities	86	104	20.9%
Injuries	500	576	15.2%
<i>Seatbelt Use Rates</i>			
Statewide	***	84.4%	
Child Restraint	***	91.8%	

* Injuries and injury crashes include suspected serious (A), suspected minor (B), and possible (C) injuries.

** The methodology by which speed-related fatal crashes was altered in 2020, and therefore data from 2020 is not comparable to previous years.

*** Statewide seatbelt and child restraint surveys were not conducted in 2020 due to Covid.

MILES OF HIGHWAY

Miles of Highway In The State of Oklahoma State, County, and City Maintained Roads								
Year as of Dec. 31	State Maintained		County Maintained		City Maintained		Turnpikes	Total
	Rural	Municipal	Paved	Unpaved	Paved	Unpaved	(Includes 260 Interstate Miles)	
1984	11,447	1,542	17,973	62,951	12,796	3,212	486	110,407
1985	11,447	1,542	17,973	62,951	12,796	3,212	486	110,407
1986	11,447	1,542	17,973	62,951	12,796	3,212	486	110,407
**1987	10,971	1,413	20,947	64,012	11,342	1,511	486	110,682
1988	10,971	1,413	20,947	64,012	11,342	1,511	486	110,682
1989	11,135	1,413	23,001	63,933	9,984	1,378	486	111,330
1990	11,135	1,413	23,001	63,933	9,984	1,378	486	111,330
1991	11,588	1,442	23,158	63,341	9,788	1,610	486	111,413
1992	11,588	1,442	23,158	63,341	9,788	1,610	486	111,413
1993	11,129	1,455	23,233	63,836	10,509	1,281	551	111,994
1994	11,116	1,459	23,209	63,692	10,687	1,319	552	112,036
1995	11,121	1,462	23,234	63,587	11,305	1,257	552	112,518
1996	11,111	1,462	23,380	63,467	11,515	1,174	552	112,661
1997	11,114	1,462	23,552	63,264	11,487	1,160	552	112,591
1998	11,123	1,463	23,686	63,050	11,504	1,146	552	112,524
1999	11,088	1,471	23,911	62,796	11,566	1,126	552	112,510
2000	11,082	1,472	24,057	62,607	11,743	1,114	559	112,634
2001	11,083	1,471	24,269	62,414	11,798	1,086	573	112,694
Beginning with the 2002 Fact Book, reporting of road mileage has been changed to the Oklahoma Department of Transportation's standard. It was determined that this gives a more accurate description of the roadways in Oklahoma. ***								
Year	Rural	Urban	Urbanized	Total				
2002	99,123	5,484	7,927	112,534				
2003	97,586	6,798	8,193	112,577				
2004	97,601	6,920	8,193	112,714				
2005	97,622	6,970	8,346	112,938				
2006	97,445	7,056	8,584	113,085				
2007	97,289	7,052	8,581	112,922				
2008	97,267	7,084	8,973	113,324				
2008	97,267	7,084	8,973	113,324				
2009	97,077	7,098	8,972	113,147				
2009	97,077	7,098	8,972	113,147				
2010	96,784	7,114	8,975	112,873				
2011	96,673	7,147	8,988	112,808				
2012	96,675	7,153	8,993	112,821				
2013	95,213	7,533	10,195	112,941				
2014	94,789	7,563	10,321	112,673				
2015	94,789	7,567	10,354	112,710				
2016	94,824	7,575	10,589	112,998				
2017	94,467	7,629	10,770	112,865				
2018	98,456	7,987	9,670	116,113				
2019	98,414	8,070	9,705	116,189				
2020	98,642	7,898	9,734	116,274				
2021	98,502	8,126	9,833	116,536				
The Information in this chart was obtained from the Planning Division of the Department of Transportation. *Large change due to improved accuracy in inventory. **Mileage difference due to change in State Laws. ***Urbanized areas include cities with a population of greater than 50,000. Urban areas have a population of 5,000-49,999, and rural areas include places with a population of 4,999 or fewer and all unincorporated places.								

OKLAHOMA'S LICENSED DRIVERS

Licenses by Class and Age Group (2021)													
	Class A			Class B			Class C			Class D			Total
	Female	Male	Total	Female	Male	Total	Female	Male	Total	Female	Male	Total	
Under 14													0
14-15										2	36	38	38
16										429	599	1,028	1,028
17										5,840	6,076	11,916	11,916
18		12	12		2	2				10,723	12,300	23,023	23,037
19	4	114	118		8	8				13,117	15,674	28,791	28,917
20	2	250	252	2	21	23	1		1	18,566	21,329	39,895	40,171
21	11	316	327		38	38	6		6	21,055	23,348	44,403	44,774
22	13	449	462	7	70	77				21,519	23,517	45,036	45,575
23	15	606	621	8	96	104		2	2	20,814	22,745	43,559	44,286
24	24	798	822	36	115	151	4	2	6	21,682	25,652	47,334	48,313
25-29	189	5,636	5,825	255	1,235	1,490	17	36	53	110,674	113,152	223,826	231,194
30-34	244	8,288	8,532	516	1,934	2,450	77	70	147	116,881	105,433	222,314	233,443
35-39	286	9,972	10,258	625	2,485	3,110	100	98	198	116,143	99,140	215,283	228,849
40-44	460	11,328	11,788	889	2,903	3,792	115	133	248	109,766	91,523	201,289	217,117
45-49	558	11,307	11,865	1,050	3,121	4,171	131	137	268	99,852	81,525	181,377	197,681
50-54	683	12,599	13,282	1,216	3,463	4,679	193	192	385	101,916	82,180	184,096	202,442
55-59	748	13,026	13,774	1,178	3,310	4,488	139	210	349	106,857	85,398	192,255	210,866
60-64	591	11,821	12,412	1,033	3,150	4,183	155	258	413	113,711	91,289	205,000	222,008
65-69	293	7,152	7,445	557	2,092	2,649	72	162	234	103,439	84,714	188,153	198,481
70-74	125	3,306	3,431	238	1,141	1,379	35	115	150	83,640	69,355	152,995	157,955
75-79	35	1,425	1,460	61	464	525	10	48	58	59,746	48,449	108,195	110,238
80-84	11	445	456	21	159	180	1	18	19	36,429	28,598	65,027	65,682
85+	1	95	96	3	41	44		3	3	29,131	20,771	49,902	50,045
Total	4,293	98,945	103,238	7,695	25,848	33,543	1,056	1,484	2,540	1,321,932	1,152,803	2,474,735	2,614,056

License Endorsements (2021)		
Endorsement	Description	Total
N	Tank	50,138
T	Double/Triple	29,066
H	Hazardous Material	1,967
P	Passenger	32,845
X	Endorsements N & H	12,075
M	Motorcycle	235,283
S	School Bus	21,068

License Class A - Any combination of Vehicle

License Class B - Any Vehicle with a GVWR of 26,000 or More Pounds. May Tow Vehicle Not in Excess of 10,000 Pounds GVWR. Includes Class C and D Vehicles.

License Class C - Any Vehicle or Combination of Vehicles Except Class A & B Which is Required to be Placarded for Hazardous Materials or Designed for 16 + Occupants and Class D Vehicle.

License Class D - All Vehicles or Combination of Vehicles except A, B, & C.

OKLAHOMA'S LICENSED DRIVERS

2021 Licensed Drivers by Age & Percentage of Total						
Age Group	Total Drivers			% of Total Drivers		
	Female	Male	Total	Female	Male	Total
Under 14	0	0	0	0.00%	0.00%	0.00%
14-15	2	36	38	0.00%	0.00%	0.00%
16	429	599	1,028	0.02%	0.02%	0.04%
17	5,840	6,076	11,916	0.22%	0.23%	0.46%
18	10,723	12,314	23,037	0.41%	0.47%	0.88%
19	13,121	15,796	28,917	0.50%	0.60%	1.11%
20	18,571	21,600	40,171	0.71%	0.83%	1.54%
21	21,072	23,702	44,774	0.81%	0.91%	1.71%
22	21,539	24,036	45,575	0.82%	0.92%	1.74%
23	20,837	23,449	44,286	0.80%	0.90%	1.69%
24	21,746	26,567	48,313	0.83%	1.02%	1.85%
25-29	111,135	120,059	231,194	4.25%	4.59%	8.84%
30-34	117,718	115,725	233,443	4.50%	4.43%	8.93%
35-39	117,154	111,695	228,849	4.48%	4.27%	8.75%
40-44	111,230	105,887	217,117	4.26%	4.05%	8.31%
45-49	101,591	96,090	197,681	3.89%	3.68%	7.56%
50-54	104,008	98,434	202,442	3.98%	3.77%	7.74%
55-59	108,922	101,944	210,866	4.17%	3.90%	8.07%
60-64	115,490	106,518	222,008	4.42%	4.07%	8.49%
65-69	104,361	94,120	198,481	3.99%	3.60%	7.59%
70-74	84,038	73,917	157,955	3.21%	2.83%	6.04%
75-79	59,852	50,386	110,238	2.29%	1.93%	4.22%
80-84	36,462	29,220	65,682	1.39%	1.12%	2.51%
85+	29,135	20,910	50,045	1.11%	0.80%	1.91%
Totals	1,334,976	1,279,080	2,614,056	51.07%	48.93%	100.00%

HISTORICAL TRAFFIC STATISTICS

Oklahoma Traffic Statistics									
Year	Licensed Drivers	Registered Vehicles	Mileage (+000,000)	Crashes			Persons		Mileage Death Rate
				Fatal	Injury	Total	Injured	Fatalities	
1944				272	2,391	10,381	3,931	308	8.8
1945				348	2,981	12,443	4,715	414	10.3
1946				433	3,951	17,720	6,425	502	9.4
1947				437	4,293	20,506	6,745	514	8.8
1948				433	4,306	23,032	6,884	510	8.4
1949				428	4,263	25,716	6,870	523	7.9
1950				427	5,708	41,476	9,661	501	6.7
1951				487	6,330	37,522	10,687	577	7.0
1952				484	6,908	31,612	11,502	595	6.8
1953				461	6,758	31,740	11,335	549	6.2
1954				498	6,727	30,281	11,103	579	6.4
1955				487	7,672	32,826	12,720	595	6.4
1956				572	8,176	36,320	13,460	683	7.2
1957				571	8,840	39,153	14,194	703	7.0
1958				539	9,150	38,512	14,788	670	6.6
1959				523	9,917	39,753	15,976	642	6.2
1960				543	10,881	42,630	17,415	659	5.9
1961	1,254,339	1,269,075	11,804	536	11,129	42,284	17,960	706	5.98
1962	1,309,127	1,324,410	11,949	575	11,926	43,871	18,930	709	5.93
1963	1,314,169	1,385,801	12,532	629	12,624	45,844	20,389	765	6.10
1964	1,371,404	1,439,530	13,183	635	13,217	49,922	21,220	786	5.96
1965	1,393,037	1,507,637	13,654	614	13,631	53,117	21,592	737	5.40
1966	1,424,807	1,579,148	14,745	667	13,961	55,807	22,100	799	5.42
1967	1,447,659	1,634,583	15,089	720	13,783	55,498	21,783	881	5.84
1968	1,489,532	1,714,371	16,188	666	19,194	59,284	20,776	797	4.92
1969	1,536,731	1,772,903	17,114	744	13,564	63,821	21,430	899	5.25
1970	1,651,245	1,861,102	18,142	690	13,601	65,183	20,935	851	4.69
1971	1,690,430	1,965,377	19,021	701	14,000	64,948	21,846	843	4.43
1972	1,716,468	2,094,172	20,410	724	14,253	68,617	21,667	846	4.15
1973	1,795,221	2,214,866	21,647	682	15,256	73,290	22,905	797	3.68
1974	1,732,082	2,320,422	20,933	656	13,699	68,204	20,630	751	3.59
1975	1,756,773	2,371,126	21,980	657	13,590	73,741	20,806	763	3.47
1976	1,815,941	2,484,057	23,499	693	15,923	75,441	24,129	838	3.57
1977	1,872,370	2,568,653	25,397	743	15,704	82,518	24,151	860	3.39
1978	2,020,420	2,729,114	26,441	778	15,811	85,956	23,885	920	3.48
1979	1,971,712	2,885,673	27,079	744	15,240	83,762	22,968	870	3.21
1980	2,016,965	2,717,363	27,331	832	16,058	77,660	24,058	972	3.56
1981	2,047,970	2,890,135	28,242	871	23,081	85,387	34,751	1,004	3.56
1982	2,121,700	3,077,997	29,385	933	24,049	89,004	35,743	1,070	3.64
1983	2,174,350	3,078,010	29,689	726	21,774	84,038	32,232	854	2.88

HISTORICAL TRAFFIC STATISTICS

Oklahoma Traffic Statistics									
Year	Licensed Drivers	Registered Vehicles	Mileage (+000,000)	Crashes			Persons		Mileage Death Rate
				Fatal	Injury	Total	Injured	Fatalities	
1984	2,075,309	3,068,010	29,020	720	22,200	81,648	32,672	817	2.82
1985	2,187,408	3,067,681	28,657	661	22,732	81,073	34,255	749	2.61
1986	2,149,439	3,068,022	27,993	617	22,456	75,423	34,462	711	2.54
1987	2,163,148	4,135,384	27,036	551	22,399	71,651	34,454	611	2.26
1988	2,225,634	4,173,368	29,862	562	22,750	69,420	35,527	643	2.15
1989	2,292,867	3,119,680	30,119	575	22,580	67,836	35,068	656	2.18
1990	2,288,997	3,100,908	29,335	567	24,549	71,438	38,404	649	2.21
1991	2,283,074	3,139,804	28,844	546	24,058	67,838	38,193	649	2.25
1992	2,311,450	3,208,636	29,638	541	27,922	70,531	45,078	619	2.09
1993	2,324,921	3,257,220	30,497	582	29,062	72,789	47,147	672	2.20
1994	2,343,749	3,302,607	31,674	612	29,926	74,331	48,098	695	2.19
1995	2,357,733	3,361,753	32,070	601	31,816	77,712	51,461	674	2.10
1996	2,334,098	3,588,439	33,874	676	32,826	80,392	53,264	775	2.29
1997	2,354,519	3,422,510	32,887	729	32,220	79,636	58,083	846	2.57
1998	2,302,094	3,471,464	40,059	657	31,628	80,376	50,249	769	1.92
1999	2,328,450	3,480,132	40,931	625	30,790	79,120	48,478	747	1.83
2000	2,320,524	3,587,263	42,343	586	30,088	78,645	47,115	662	1.56
2001	2,336,304	3,868,375	42,665	588	29,288	77,148	45,275	682	1.60
2002	2,347,351	3,638,158	44,858	639	29,161	77,819	45,386	739	1.65
2003	2,366,011	3,475,906	44,854	595	27,593	73,926	42,678	671	1.50
2004	2,394,692	3,894,307	45,373	667	27,678	76,156	42,411	777	1.71
2005	2,413,559	3,756,014	45,922	708	27,204	75,511	40,853	800	1.74
2006	2,286,322	3,815,059	47,510	668	27,087	75,408	40,960	765	1.61
2007	2,465,466	3,786,391	46,550	653	25,866	75,059	38,544	770	1.65
2008	2,481,472	3,885,531	46,900	673	25,133	72,667	37,008	751	1.60
2009	2,504,019	3,975,644	46,966	646	24,376	71,218	36,350	737	1.57
2010	2,533,888	3,882,026	47,745	616	24,445	69,807	36,549	668	1.40
2011	2,553,690	3,946,808	47,463	609	24,174	68,967	36,327	696	1.47
2012	2,575,850	3,996,674	47,741	642	24,527	70,669	36,455	708	1.48
2013	2,594,069	3,996,207	47,997	621	22,802	69,430	33,721	678	1.41
2014	2,622,661	4,069,994	47,699	589	22,673	68,327	33,405	669	1.40
2015	2,642,796	4,053,770	47,713	590	23,453	72,503	34,477	645	1.35
2016	2,655,916	4,274,355	48,879	628	23,035	72,176	33,902	687	1.41
2017	2,658,147	4,328,379	49,402	613	22,496	71,415	33,165	657	1.33
2018	2,636,810	4,222,266	45,359	603	22,246	71,280	32,536	655	1.44
2019	2,686,338	4,337,405	45,726	584	22,522	73,267	33,038	640	1.40
2020	2,629,640	4,481,774	42,815	602	18,808	61,739	27,418	654	1.53
2021	2,614,056	4,481,774	46,025	681	20,678	66,074	30,195	762	1.66

* Vehicle Registration Statistics Furnished by Oklahoma Tax Commission Adjusted Due to Change in Vehicle Laws.

CRASH RATES

2021 Crash Rates by County Population & Vehicle Miles Traveled											
County	Estimated Population*	Vehicle Miles Traveled**	Fatal Crashes			Injury Crashes			Total Crashes		
			Fatal Crashes	Rate Per 5,000 Pop	Rate per 100 Million VMT	Injury Crashes	Rate Per 5,000 Pop	Rate per 100 Million VMT	Total Crashes	Rate Per 5,000 Pop	Rate per 100 Million VMT
Adair	19,495	164,904,283	9	2.31	5.46	67	17.18	40.63	170	43.60	103.09
Alfalfa	5,699	82,232,673	3	2.63	3.65	17	14.91	20.67	48	42.11	58.37
Atoka	14,143	436,353,384	6	2.12	1.38	71	25.10	16.27	289	102.17	66.23
Beaver	5,049	140,977,608	1	0.99	0.71	28	27.73	19.86	61	60.41	43.27
Beckham	22,410	452,780,806	3	0.67	0.66	92	20.53	20.32	399	89.02	88.12
Blaine	8,735	248,677,367	1	0.57	0.40	31	17.74	12.47	101	57.81	40.61
Bryan	46,067	639,671,770	11	1.19	1.72	227	24.64	35.49	977	106.04	152.73
Caddo	26,945	475,234,279	6	1.11	1.26	105	19.48	22.09	300	55.67	63.13
Canadian	154,405	1,660,197,115	15	0.49	0.90	586	18.98	35.30	1999	64.73	120.41
Carter	48,003	663,953,814	10	1.04	1.51	208	21.67	31.33	896	93.33	134.95
Cherokee	47,078	352,110,920	9	0.96	2.56	175	18.59	49.70	578	61.39	164.15
Choctaw	14,204	210,506,437	8	2.82	3.80	76	26.75	36.10	231	81.32	109.74
Cimarron	2,296	118,312,456	1	2.18	0.85	17	37.02	14.37	36	78.40	30.43
Cleveland	295,528	2,058,898,319	23	0.39	1.12	1276	21.59	61.97	4022	68.05	195.35
Coal	5,266	75,259,913	2	1.90	2.66	22	20.89	29.23	56	53.17	74.41
Comanche	121,125	918,973,381	12	0.50	1.31	506	20.89	55.06	1446	59.69	157.35
Cotton	5,527	143,701,743	1	0.90	0.70	42	38.00	29.23	134	121.22	93.25
Craig	14,107	358,667,907	4	1.42	1.12	73	25.87	20.35	204	72.30	56.88
Creek	71,754	1,028,413,835	7	0.49	0.68	332	23.13	32.28	848	59.09	82.46
Custer	28,513	534,354,022	4	0.70	0.75	124	21.74	23.21	470	82.42	87.96
Delaware	40,397	468,077,839	9	1.11	1.92	212	26.24	45.29	558	69.06	119.21
Dewey	4,484	110,424,614	2	2.23	1.81	14	15.61	12.68	48	53.52	43.47
Ellis	3,749	102,974,375	1	1.33	0.97	11	14.67	10.68	32	42.68	31.08
Garfield	62,846	492,446,110	6	0.48	1.22	253	20.13	51.38	1179	93.80	239.42
Garvin	25,656	591,638,216	5	0.97	0.85	149	29.04	25.18	524	102.12	88.57
Grady	54,795	790,478,654	12	1.09	1.52	218	19.89	27.58	749	68.35	94.75
Grant	4,169	85,401,488	0	0.00	0.00	17	20.39	19.91	49	58.77	57.38
Greer	5,491	53,491,910	1	0.91	1.87	16	14.57	29.91	54	49.17	100.95
Harmon	2,488	28,556,437	0	0.00	0.00	8	16.08	28.01	21	42.20	73.54
Harper	3,272	80,700,682	1	1.53	1.24	15	22.92	18.59	47	71.82	58.24
Haskell	11,561	124,706,505	3	1.30	2.41	41	17.73	32.88	120	51.90	96.23
Hughes	13,367	152,426,331	3	1.12	1.97	35	13.09	22.96	87	32.54	57.08
Jackson	24,785	204,201,364	0	0.00	0.00	74	14.93	36.24	348	70.20	170.42
Jefferson	5,337	83,191,779	0	0.00	0.00	16	14.99	19.23	53	49.65	63.71
Johnston	10,272	145,393,194	4	1.95	2.75	39	18.98	26.82	130	63.28	89.41
Kay	43,700	569,687,864	11	1.26	1.93	216	24.71	37.92	638	73.00	111.99
Kingfisher	15,184	228,718,231	4	1.32	1.75	50	16.46	21.86	179	58.94	78.26
Kiowa	8,509	130,458,378	2	1.18	1.53	28	16.45	21.46	91	53.47	69.75
Latimer	9,444	99,744,883	3	1.59	3.01	39	20.65	39.10	90	47.65	90.23
LeFlore	48,129	510,669,550	8	0.83	1.57	222	23.06	43.47	610	63.37	119.45
Lincoln	33,458	612,736,376	6	0.90	0.98	147	21.97	23.99	363	54.25	59.24
Logan	49,555	534,828,915	12	1.21	2.24	155	15.64	28.98	534	53.88	99.85
Love	10,146	384,295,610	3	1.48	0.78	70	34.50	18.22	273	134.54	71.04
McClain	41,662	959,807,572	11	1.32	1.15	205	24.60	21.36	757	90.85	78.87

CRASH RATES

2021 Crash Rates by County Population & Vehicle Miles Traveled											
County	Estimated Population*	Vehicle Miles Traveled**	Fatal Crashes			Injury Crashes			Total Crashes		
			Fatal Crashes	Rate Per 5,000 Pop	Rate per 100 Million VMT	Injury Crashes	Rate Per 5,000 Pop	Rate per 100 Million VMT	Total Crashes	Rate Per 5,000 Pop	Rate per 100 Million VMT
McCurtain	30,814	372,870,839	19	3.08	5.10	184	29.86	49.35	512	83.08	137.31
McIntosh	18,941	553,037,728	9	2.38	1.63	85	22.44	15.37	321	84.74	58.04
Major	7,782	148,154,000	6	3.86	4.05	28	17.99	18.90	76	48.83	51.30
Marshall	15,312	175,446,501	6	1.96	3.42	49	16.00	27.93	139	45.39	79.23
Mayes	39,046	699,567,089	11	1.41	1.57	204	26.12	29.16	539	69.02	77.05
Murray	13,904	285,316,610	4	1.44	1.40	79	28.41	27.69	281	101.05	98.49
Muskogee	66,339	837,563,082	19	1.43	2.27	321	24.19	38.33	959	72.28	114.50
Noble	10,924	431,833,260	4	1.83	0.93	66	30.21	15.28	204	93.37	47.24
Nowata	9,320	127,489,070	4	2.15	3.14	43	23.07	33.73	108	57.94	84.71
Okfuskee	11,310	238,982,904	8	3.54	3.35	43	19.01	17.99	171	75.60	71.55
Oklahoma	796,292	8,435,244,631	103	0.65	1.22	5815	36.51	68.94	21403	134.39	253.73
Okmulgee	36,706	483,074,549	4	0.54	0.83	112	15.26	23.18	218	29.70	45.13
Osage	45,818	371,417,062	4	0.44	1.08	113	12.33	30.42	331	36.12	89.12
Ottawa	30,285	566,514,202	18	2.97	3.18	149	24.60	26.30	400	66.04	70.61
Pawnee	15,553	221,570,865	2	0.64	0.90	58	18.65	26.18	158	50.79	71.31
Payne	81,646	748,149,303	15	0.92	2.00	413	25.29	55.20	1276	78.14	170.55
Pittsburg	43,773	728,555,768	6	0.69	0.82	226	25.82	31.02	749	85.56	102.81
Pontotoc	38,065	379,414,464	7	0.92	1.84	116	15.24	30.57	318	41.77	83.81
Pottawatomie	72,454	865,857,162	15	1.04	1.73	355	24.50	41.00	972	67.08	112.26
Pushmataha	10,812	166,562,721	6	2.77	3.60	54	24.97	32.42	172	79.54	103.26
Roger Mills	3,442	50,983,299	1	1.45	1.96	6	8.72	11.77	25	36.32	49.04
Rogers	95,240	1,150,352,435	15	0.79	1.30	419	22.00	36.42	1037	54.44	90.15
Seminole	23,556	401,691,373	6	1.27	1.49	84	17.83	20.91	277	58.80	68.96
Sequoyah	39,281	620,766,256	10	1.27	1.61	161	20.49	25.94	679	86.43	109.38
Stephens	42,848	373,821,074	6	0.70	1.61	174	20.30	46.55	552	64.41	147.66
Texas	21,384	313,323,445	6	1.40	1.91	51	11.92	16.28	271	63.37	86.49
Tillman	6,968	87,916,762	1	0.72	1.14	25	17.94	28.44	79	56.69	89.86
Tulsa	669,279	6,023,797,257	94	0.70	1.56	4297	32.10	71.33	11011	82.26	182.79
Wagoner	80,981	843,774,712	16	0.99	1.90	283	17.47	33.54	854	52.73	101.21
Washington	52,455	395,787,167	6	0.57	1.52	199	18.97	50.28	677	64.53	171.05
Washita	10,924	251,397,823	4	1.83	1.59	43	19.68	17.10	137	62.71	54.50
Woods	8,624	100,882,618	0	0.00	0.00	29	16.81	28.75	96	55.66	95.16
Woodward	20,470	264,604,377	3	0.73	1.13	69	16.85	26.08	273	66.68	103.17
Statewide	3,959,353	46,024,959,322	681	0.86	1.48	20678	26.11	44.93	66074	83.44	143.56

*Population Source: U.S. Census Bureau, Population Estimates from 2020.

**Vehicle Miles Traveled Source: Oklahoma Department of Transportation

Injury crashes includes suspected serious (A), suspected minor (B), and possible injury (C) crashes.

CRASH & INJURY TIME LINES

DAILY TRAFFIC CRASH TOLL:

Every day in 2021...

- ...181 crashes occurred.
- ...83 persons were injured in a crash.
- ...2.1 fatalities occurred on Oklahoma roads.



On the clock...

- ...8 crashes occurred every hour.
- ...1 crash occurred every 8.0 minutes.
- ...1 fatality occurred every 11.5 hours.



MORE CRASHES OCCURRED...

- ...on Friday than any other day of the week.
- ...in April than any other month of the year.
- ...between 5:00pm and 5:59pm than any other hour of the day.

MORE FATALITIES OCCURRED...

- ...on Saturday than any other day of the week.
- ...in July than any other month of the year.
- ...between 9:00pm and 9:59pm than any other hours of the day.



FATALITY & INJURY RATES

Friday, June 18, was the deadliest day on Oklahoma roads in 2021. Eight people, including two females and six males, were killed in four separate crashes during that 24-hour period. Three of the crashes were single fatality crashes and included the driver of a passenger vehicle who was unbelted, along with the drivers of two pickup trucks, one of whom was belted and the other who was not. Two of these crashes involved alcohol, and all three of these single fatality crashes involved drugs. The final crash claimed five lives altogether. Three were in one passenger vehicle, where the driver and one passenger were wearing seat belts, and one passenger was unbelted. The other two deaths occurred in another passenger vehicle, where both driver and passenger were wearing seat belts. This last crash was not alcohol or drug related. The oldest person killed on this day was 74 years old, and the youngest was 10 years old.

Friday, September 25, was the deadliest day on Oklahoma roads in 2020. Seven people, including four females and three males, were killed in four separate crashes during that 24-hour period. Three of the crashes were single fatality crashes and included a passenger in a vehicle who was unbelted. The other two fatalities in single fatality crashes were both drivers of motorcycles. One was not wearing a helmet, and it is unknown if the other one was wearing a helmet or not. One of these crashes was drug-related, and one was alcohol-related. The final crash claimed four lives, all occupants of a passenger vehicle including the driver and three passengers. Only one passenger in the vehicle was wearing a seat belt, and the crash was both drug- and alcohol-related.

Friday, March 8, was the deadliest day on Oklahoma roads in 2019. Nine people, including five females and four males, were killed in six different crashes during that 24-hour period. Two people, a driver wearing a seat belt, and a passenger who was unbelted, were killed in one alcohol-related crash. Another crash claimed three lives, including one juvenile on a school bus, and the driver and passenger of the vehicle that hit the bus. Additionally, there was a driver in a passenger vehicle, and a driver of a large truck who were killed in separate crashes. The latter of these crashes was drug-related. Lastly, two pedestrians were killed in separate crashes where each was crossing the road not at intersections and were struck.

Saturday, July 28, was the deadliest day on Oklahoma roads in 2018. Seven people, all of whom were males, were killed in seven different crashes during that 24-hour period. One was the driver of a pickup truck who was wearing a seatbelt, one was driving an SUV and not wearing a seatbelt, and one was a child passenger in a car who was properly restrained in a car seat. There were also two motorcycle operators who were killed on this day; one was wearing a helmet while the other was not. Of the two other fatalities, one was a bicyclist and one was a pedestrian. Of these seven crashes, three were alcohol-related, and one was drug-related.

Monday, July 17, was the deadliest day on Oklahoma roads in 2017. Eight people, including four males and four females, were killed in four different crashes during that 24-hour period. One was the driver of a pickup truck, one was the driver of a car, and one was driving an SUV. Of the others killed on that day, one was the passenger in the car, three were passengers inside the SUV, and the remaining one was the passenger on an ATV. The drivers of the SUV and the pickup were both wearing their seatbelts, while the driver of the car was not. One of the passengers in the SUV had unknown restraint use, but all the other passengers, including the ATV rider, were not restrained. One crash resulted in four fatalities, one crashes resulted in two fatalities, and the other two crashes were single fatality crashes. Two of the crashes were alcohol-related, and one was drug-related. Contributing factors by the drivers killed included failure to yield, going left of center, and inattention, while the ATV crash was attributed to unsafe speed. The oldest person killed on this day was 40 years old, while the youngest was four years old.

FATALITY & INJURY RATES

2021 Fatality & Injury Rates by County Population & Vehicle Miles Traveled								
County	Estimated Population*	Vehicle Miles Traveled**	Fatality			Injuries		
			Fatalities	Rate Per 5,000 Pop	Rate per 100 Million VMT	Injuries	Rate Per 5,000 Pop	Rate per 100 Million VMT
Adair	19,495	164,904,283	10	0.26	6.06	106	27.19	64.28
Alfalfa	5,699	82,232,673	3	0.26	3.65	23	20.18	27.97
Atoka	14,143	436,353,384	7	0.25	1.60	89	31.46	20.40
Beaver	5,049	140,977,608	2	0.20	1.42	39	38.62	27.66
Beckham	22,410	452,780,806	3	0.07	0.66	120	26.77	26.50
Blaine	8,735	248,677,367	1	0.06	0.40	36	20.61	14.48
Bryan	46,067	639,671,770	12	0.13	1.88	316	34.30	49.40
Caddo	26,945	475,234,279	7	0.13	1.47	154	28.58	32.41
Canadian	154,405	1,660,197,115	16	0.05	0.96	876	28.37	52.76
Carter	48,003	663,953,814	10	0.10	1.51	295	30.73	44.43
Cherokee	47,078	352,110,920	9	0.10	2.56	247	26.23	70.15
Choctaw	14,204	210,506,437	9	0.32	4.28	112	39.43	53.21
Cimarron	2,296	118,312,456	1	0.22	0.85	23	50.09	19.44
Cleveland	295,528	2,058,898,319	24	0.04	1.17	1888	31.94	91.70
Coal	5,266	75,259,913	2	0.19	2.66	37	35.13	49.16
Comanche	121,125	918,973,381	12	0.05	1.31	736	30.38	80.09
Cotton	5,527	143,701,743	1	0.09	0.70	67	60.61	46.62
Craig	14,107	358,667,907	4	0.14	1.12	98	34.73	27.32
Creek	71,754	1,028,413,835	7	0.05	0.68	499	34.77	48.52
Custer	28,513	534,354,022	7	0.12	1.31	177	31.04	33.12
Delaware	40,397	468,077,839	9	0.11	1.92	311	38.49	66.44
Dewey	4,484	110,424,614	2	0.22	1.81	20	22.30	18.11
Ellis	3,749	102,974,375	1	0.13	0.97	17	22.67	16.51
Garfield	62,846	492,446,110	7	0.06	1.42	374	29.76	75.95
Garvin	25,656	591,638,216	6	0.12	1.01	210	40.93	35.49
Grady	54,795	790,478,654	12	0.11	1.52	300	27.37	37.95
Grant	4,169	85,401,488	0	0.00	0.00	19	22.79	22.25
Greer	5,491	53,491,910	1	0.09	1.87	19	17.30	35.52
Harmon	2,488	28,556,437	0	0.00	0.00	11	22.11	38.52
Harper	3,272	80,700,682	1	0.15	1.24	24	36.67	29.74
Haskell	11,561	124,706,505	3	0.13	2.41	60	25.95	48.11
Hughes	13,367	152,426,331	3	0.11	1.97	49	18.33	32.15
Jackson	24,785	204,201,364	0	0.00	0.00	94	18.96	46.03
Jefferson	5,337	83,191,779	0	0.00	0.00	19	17.80	22.84
Johnston	10,272	145,393,194	4	0.19	2.75	45	21.90	30.95
Kay	43,700	569,687,864	12	0.14	2.11	314	35.93	55.12
Kingfisher	15,184	228,718,231	6	0.20	2.62	69	22.72	30.17
Kiowa	8,509	130,458,378	2	0.12	1.53	41	24.09	31.43
Latimer	9,444	99,744,883	3	0.16	3.01	50	26.47	50.13
LeFlore	48,129	510,669,550	13	0.14	2.55	337	35.01	65.99
Lincoln	33,458	612,736,376	6	0.09	0.98	241	36.02	39.33
Logan	49,555	534,828,915	15	0.15	2.80	215	21.69	40.20
Love	10,146	384,295,610	4	0.20	1.04	95	46.82	24.72
McClain	41,662	959,807,572	14	0.17	1.46	304	36.48	31.67
McCurtain	30,814	372,870,839	22	0.36	5.90	265	43.00	71.07
McIntosh	18,941	553,037,728	9	0.24	1.63	118	31.15	21.34

FATALITY & INJURY RATES

2021 Fatality & Injury Rates by County Population & Vehicle Miles Traveled								
County	Estimated Population*	Vehicle Miles Traveled**	Fatality			Injuries		
			Fatalities	Rate Per 5,000 Pop	Rate per 100 Million VMT	Injuries	Rate Per 5,000 Pop	Rate per 100 Million VMT
Major	7,782	148,154,000	6	0.39	4.05	40	25.70	27.00
Marshall	15,312	175,446,501	6	0.20	3.42	66	21.55	37.62
Mayer	39,046	699,567,089	14	0.18	2.00	320	40.98	45.74
Murray	13,904	285,316,610	5	0.18	1.75	112	40.28	39.25
Muskogee	66,339	837,563,082	22	0.17	2.63	499	37.61	59.58
Noble	10,924	431,833,260	5	0.23	1.16	106	48.52	24.55
Nowata	9,320	127,489,070	5	0.27	3.92	66	35.41	51.77
Okfuskee	11,310	238,982,904	9	0.40	3.77	55	24.31	23.01
Oklahoma	796,292	8,435,244,631	107	0.07	1.27	8417	52.85	99.78
Okmulgee	36,706	483,074,549	4	0.05	0.83	162	22.07	33.54
Osage	45,818	371,417,062	5	0.05	1.35	162	17.68	43.62
Ottawa	30,285	566,514,202	25	0.41	4.41	221	36.49	39.01
Pawnee	15,553	221,570,865	2	0.06	0.90	79	25.40	35.65
Payne	81,646	748,149,303	17	0.10	2.27	584	35.76	78.06
Pittsburg	43,773	728,555,768	9	0.10	1.24	337	38.49	46.26
Pontotoc	38,065	379,414,464	8	0.11	2.11	171	22.46	45.07
Pottawatomie	72,454	865,857,162	18	0.12	2.08	508	35.06	58.67
Pushmataha	10,812	166,562,721	6	0.28	3.60	71	32.83	42.63
Roger Mills	3,442	50,983,299	1	0.15	1.96	6	8.72	11.77
Rogers	95,240	1,150,352,435	15	0.08	1.30	643	33.76	55.90
Seminole	23,556	401,691,373	8	0.17	1.99	123	26.11	30.62
Sequoyah	39,281	620,766,256	11	0.14	1.77	229	29.15	36.89
Stephens	42,848	373,821,074	9	0.11	2.41	250	29.17	66.88
Texas	21,384	313,323,445	6	0.14	1.91	71	16.60	22.66
Tillman	6,968	87,916,762	1	0.07	1.14	28	20.09	31.85
Tulsa	669,279	6,023,797,257	105	0.08	1.74	6429	48.03	106.73
Wagoner	80,981	843,774,712	17	0.10	2.01	408	25.19	48.35
Washington	52,455	395,787,167	7	0.07	1.77	280	26.69	70.75
Washita	10,924	251,397,823	4	0.18	1.59	59	27.00	23.47
Woods	8,624	100,882,618	0	0.00	0.00	41	23.77	40.64
Woodward	20,470	264,604,377	3	0.07	1.13	93	22.72	35.15
Statewide	3,959,353	46,024,959,322	762	0.10	1.66	30195	38.13	65.61

*Population Source: U.S. Census Bureau.
 **Vehicle Miles Traveled Source: Oklahoma Department of Transportation.
 Injuries include suspected serious (A), minor (B), and possible injuries (C).

SAFETY EQUIPMENT

2021 SAFETY EQUIPMENT STATISTICS in Passenger Vehicles or Pickup Trucks*

Safety Equipment Usage among the 762 Fatality Victims:

225 (29.5%) were cases in which safety equipment usage was not applicable.**

537 (70.5%) were occupants of passenger vehicles and pickup trucks.

Of these 537 occupants:

259 were not using safety belts or child restraints.

236 were using safety belts or child restraint devices.

42 were cases in which safety equipment usage was unknown.

Safety Equipment Usage among the 30,195 Injured.

2705 (9.0%) were cases in which safety equipment usage was not applicable.

27,490 (91.0%) were in passenger vehicles or pickup trucks.

Of these 27,490 occupants:

2283 were not using safety belts or child restraints.

24,125 were using safety belts or child restraint devices.***

1,082 were cases in which safety equipment usage was unknown.

* Includes all persons in passenger vehicles, pickup trucks, and police units regardless of seating position or age.

** Not applicable includes motorcycles, pedestrians, bicyclists, and persons in vehicle types not required to use safety belts by state statute.

*** Use of safety equipment among the injured may be over reported.