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Michigan Traffic Crash Facts

FACT SHEETS

2013

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Michigan Traffic Crash Facts

GENERAL FACTS

2013

The driver, the roadway, and the motor vehicle contribute in some measure to every crash. A preponderance of evidence, however, points to driver error as a chief cause in the majority of crashes.

There were 289,061 crashes, of which 881 (0.3%) were fatal, 51,949 (18.0%) were personal injury, and 236,231 (81.7%) were property damage only. Compared to 2012 this is a 0.6 percent increase in total crashes, a increase of 1.3 percent in fatal crashes, a 0.5 percent increase in personal injury crashes, and a 6.7 percent increase in property damage crashes.

A total of 951 persons were killed as a result of the 881 fatal crashes for an average of 1.1 deaths per fatal crash.

One out of every 10,406 persons in Michigan was killed in a traffic crash; one out of every 139 persons was injured.

For each person killed, 74.7 persons were injured in crashes.

There were 5,283 persons who received incapacitating injuries, which prevent normal activities and require hospitalization. A total of 488,798 motor vehicles were involved in 289,061 reported crashes.

Of the 951 motor vehicle deaths, 359 (37.7%) were drivers of vehicles, 117 (12.3%) were passengers in motor vehicles, 149 (15.7%) were pedestrians, 120 (12.6%) were motorcyclists, 27 (2.8%) were bicyclists, ten (1.1%) were ORV/ATV operators, and ten (1.1%) were snowmobile operators.

Of the 618 drivers and passengers killed, 194 (31.4%) were not wearing seat belts and 334 (54.0%) were wearing seat belts. It is unknown whether 90 (14.6%) of the fatalities were belted. There were 508 deaths, which resulted from 488 single vehicle fatal crashes.

More male drivers were involved in crashes than female drivers. Of the 246,908 male drivers involved in crashes, 990 (0.4%) were involved in fatal crashes. Of the 201,264 female drivers involved in crashes, 344 (0.2%) were involved in fatal crashes.

Of the 785 motor vehicle drivers involved in fatal crashes where a hazardous action occurred, excessive speed was reported by police as the hazardous action for 173 (22.0%) of the drivers.

Of the 881 fatal crashes, 220 (25.0%) occurred at intersections.

Most fatal crashes occurred on dry roadways (74.1%) in clear weather conditions (56.6%).

The majority of all crashes occurred during daylight hours (61.8%).

There were 150 (17.0%) fatal crashes during the 6:00-8:59 PM time period, more than any other time period.

The most fatal crashes, 166 (18.8%), occurred on Saturday.

A traffic crash was reported every 1 minute and 49 seconds.

One person was killed every 9 hours and 13 minutes as a result of a traffic crash.

One person was injured every 7 minutes and 24 seconds in a traffic crash.

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CHILDREN
AGES 0-15

2013

The number one cause of accidental death for children ages 0-15 in Michigan is motor vehicle crashes. According to figures provided by the Michigan Department of Community Health, accidental death for children in motor vehicle crashes routinely outpaces the next two most frequent causes: fire and drowning.

There were 51,956 licensed drivers below the age of 16 who represented 0.7 percent of Michigan's driving population. Drivers in this age group represented 0.3 percent (809) of drivers in all crashes and 0.2 percent (2) of drivers in fatal crashes.

A total of 35 children (0-15 years old) were killed in motor vehicle crashes, including two drivers age 15. The 0-15 age group accounted for 3.7 percent of all traffic deaths.

In addition, 5,259 children were injured in motor vehicle crashes.

Older children, ages 11-15, had the lowest restraint usage (86.7%), as reported to police at the scene of a traffic crash.

Children accounted for 6.0 percent (9) of the pedestrians killed in Michigan, and 21.2 percent (412) of all pedestrian injuries.

Children under 16 years of age accounted for two (7.4%) of the 27 bicyclist deaths.

CRASH INJURY SEVERITY IN CHILDREN AGES 0-15

- KILLED: 35 (0.7%)
- INCAPACITATING INJURIES: 333 (6.3%)
- NON-INCAPACITATING INJURIES: 1,429 (27.0%)
- POSSIBLE INJURIES: 3,497 (66.1%)

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TEENS/YOUNG ADULTS

AGES 16-20

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Inexperience, risk-taking behavior, immaturity, and greater risk exposure (teens often drive at night with other teens in the vehicle) are all factors that increase crash risk for young drivers. According to the Michigan Department of Community Health, three out of five accidental deaths for this age group are due to motor vehicle crashes.

INJURY SEVERITY IN MOTOR VEHICLE CRASHES WITH A DRIVER AGE 16-20

- KILLED: 135 (0.8%)
- NON-INCAPACITATING INJURIES: 3,874 (22.2%)
- INCAPACITATING INJURIES: 1,026 (6.3%)
- POSSIBLE INJURIES: 11,138 (68.9%)

There were 486,480 licensed drivers ages 16-20 who represented 6.9 percent of Michigan's driving population. The drivers in this age group represented 11.6 percent (56,264) of drivers in all crashes and 9.9 percent (134) of drivers in fatal crashes.

The 16-20 age group accounted for 8.7 percent (83) of all traffic deaths, and 61.4 percent (51) of those deaths were drivers.

In addition, 9,618 teenagers and young adults were injured in motor vehicle crashes, representing 13.5 percent of all persons injured in crashes.

Generally, younger drivers were involved in more shoulder/outside curb crashes and had a higher incidence of speeding, overturn, inability to stop in assured clear distance, collision with a ditch, and hitting a tree. They were less likely to be alone in their car at the time of the crash.

Teenagers and young adults had the highest incidence of fatal crashes when their speed was too fast.

Weekends had a higher involvement of teen and young adult drivers in all crashes when compared to older drivers.

Teenagers and young adults accounted for 5.4 percent (8) of the pedestrians killed in Michigan, and 14.0 percent (271) of all pedestrian injuries.

Two (7.4%) of the 27 bicyclist deaths were in the 16-20 age group.

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SENIORS

AGE 65 AND OVER

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Findings show older drivers rank lower in aggressive actions, rank higher in comprehension errors, tend to make necessary adjustments in their driving behavior (based on their own experience), and strongly desire to keep their cars to ensure independence. Safety problems for the older driver are directly tied to the aging process. Changes in vision, decreased ability to concentrate, and slower reaction time all contribute to driving errors.

INJURY SEVERITY IN MOTOR VEHICLE CRASHES WITH A DRIVER AGE 65 AND OVER

KILLED: 236 (1.8%) | INCAPACITATING INJURIES: 858 (6.6%) | NON-INCAPACITATING INJURIES: 2,885 (22.3%) | POSSIBLE INJURIES: 8,975 (69.3%)

There were 1,337,550 licensed drivers age 65 and over who represented 18.8 percent of Michigan's active driving population. The drivers in this age group represented 9.1 percent (44,183) of drivers in all crashes and 12.7 percent (233) of drivers in fatal crashes.

A total of 199 persons 65 and over were killed in traffic crashes, and 143 (71.9%) of them were drivers.

In addition, 7,216 persons age 65 and over were injured in traffic crashes, representing 10.2 percent of all persons injured in crashes.

Drivers and injured passengers, age 65 to 110, had the highest restraint usage (96.4%), as reported to police at the scene of a crash.

Older drivers were more involved in angle type crashes than younger drivers. Older drivers also had the highest incidence of failure to yield, disregard of traffic control, improper lane use, improper turn, and improper backing as a hazardous action in all crashes.

Of the pedestrians killed in Michigan, 11.4 percent (17) were age 65 and over; 6.2 percent (121) of the pedestrians injured were age 65 and over.

Four (14.8%) bicyclists out of the 27 total killed were over the age of 65.

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CELL PHONE USE

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Cell phone use can be a distraction for the driver, the bicyclist, and the pedestrian.

A total of 689 crashes occurred in Michigan where a motor vehicle driver, pedestrian, or bicyclist was using a cell phone. Four of those crashes involved a fatality: 2 motor vehicle drivers, 1 pedestrian, and 1 unknown died.

A total of 682 motor vehicle drivers, 5 bicyclists, and 3 pedestrians were also reported to be using cell phones in the 689 crashes.

Of the 5 bicyclists using a cell phone, 3 bicyclists suffered a non-incapacitating injury, 1 bicyclist suffered a possible injury, and 1 bicyclist suffered no injury.

Of the 682 motor vehicle drivers using cell phones, 168 (24.6%) were 20 years of age or less.

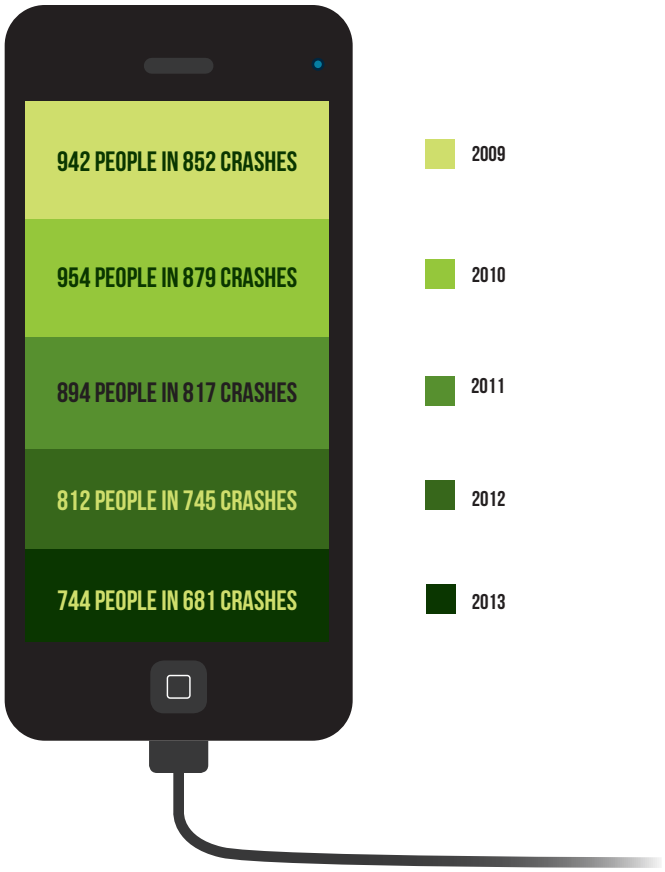
There were 302 (43.8%) rear-end crashes where a driver was using a cell phone.

Of the total 689 crashes involving cell phone use, 158 (22.9%) also involved a lane departure.

Of the total 689 crashes involving cell phone use, 291 (42.2%) were intersection related.

There were 690 traffic units using a cell phone in crashes: 5 bicyclists, 563 passenger cars, 67 pickup trucks, 32 vans or motorhomes, 6 small trucks under 10,000 lbs., 6 trucks or buses over 10,000 lbs., 1 off-road vehicle or all-terrain vehicle, and 10 undcoded vehicles.

PEOPLE INVOLVED IN CRASHES WHERE A MOTOR VEHICLE DRIVER WAS USING A CELL PHONE



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ALCOHOL

2013

A crash is alcohol-related if any driver, pedestrian, or cyclist involved was reported as had-been-drinking (HBD) by the police officer on the Traffic Crash Report.

CRASH SEVERITY IN HBD CRASHES

- FATAL: 257 (2.6%)
- INCAPACITATING INJURIES: 726 (7.4%)
- NON-INCAPACITATING INJURIES: 1,334 (13.6%)
- POSSIBLE INJURIES: 1,705 (17.3%)
- PROPERTY DAMAGE ONLY: 5,806 (59.1%)

CRASH SEVERITY IN ALL CRASHES

- FATAL: 881 (0.3%)
- INCAPACITATING INJURIES: 4,311 (1.5%)
- NON-INCAPACITATING INJURIES: 13,163 (4.6%)
- POSSIBLE INJURIES: 34,475 (11.9%)
- PROPERTY DAMAGE ONLY: 236,231 (81.7%)

Of the 881 fatal crashes that occurred in Michigan, 257 (29.2%) were alcohol-related, involving at least one drinking operator or pedestrian.

There were 284 alcohol-related fatalities, which accounts for 29.9 percent of the total number of persons killed (951).

The number of alcohol-related fatalities was about 3.3 times higher than in all crashes and the most serious injury level (incapacitating) was nearly 5.7 times higher.

There were 183 (71.2%) crashes involving one vehicle out of the 257 alcohol-related fatal crashes.

Of the 149 pedestrian deaths, 44 (29.5%) were the result of an HBD crash and 36 (81.8%) of those pedestrians had been drinking.

There were 128 motorcyclist deaths, and 34 (26.6%) of those deaths were the result of an HBD crash. Of the 34 motorcycle-involved had been drinking crash deaths, 30 (88.2%) motorcyclists had been drinking.

Out of 27 bicyclist deaths, seven (25.9%) were the result of an HBD crash and four (57.1%) of those bicyclists had been drinking.

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2013 ALCOHOL CONTINUED

PERSON INJURY SEVERITY IN HBD CRASHES

- KILLED: 284 (5.1%)
- NON-INCAPACITATING INJURIES: 1,749 (31.7%)
- INCAPACITATING INJURIES: 930 (16.8%)
- POSSIBLE INJURIES: 2,563 (46.4%)

PERSON INJURY SEVERITY IN ALL CRASHES

- KILLED: 951 (1.3%)
- NON-INCAPACITATING INJURIES: 16,775 (23.3%)
- INCAPACITATING INJURIES: 5,283 (7.3%)
- POSSIBLE INJURIES: 48,973 (68.0%)

Ten snowmobiler deaths occured on Michigan roadways. There were six deaths that (60.0%) were the result of an HBD crash and all of those snowmobilers had been drinking.

HBD injury crashes were highest in July (367) and August (407), and the highest number of HBD fatal crashes, 31, occurred in August.

Saturday had the highest number of HBD fatal crashes at 68, followed by Sunday at 59.

Sunday had the highest proportion (47.8%) of alcohol-related fatalitites when compared to all fatalities occuring on Sunday.

The 2:00-2:59 AM and 11:00 PM to midnight time periods had the highest number of HBD fatal crashes with 26 each, while the time period from 10:00 to 10:59 AM had the lowest with 2.

Of the 9,673 drinking drivers involved in crashes, 7,105 (73.5%) were male and 2,514 (26.0%) were female.

There were 2,605 (26.9%) drinking drivers in crashes who were age 24 and younger.

Out of the total 9,673 drinking drivers in crashes, 915 (9.5%) of the drivers were also suspected of using drugs.

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BICYCLES

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According to the Centers for Disease Control and Prevention, bicycle helmets are the single most effective countermeasure available to bicyclists to reduce head injuries and fatalities resulting from bicycle crashes.

There were 1,902 bicyclists involved in motor vehicle crashes in Michigan.

There were 29 fatal crashes involving bicycists and 27 bicyclists killed on Michigan roadways.

A total of 1,479 injuries in 1,472 crashes were reported by police on traffic crash records.

Male bicyclists (1,494) were involved in more bicycle crashes than female bicyclists (371), with 21 male bicyclists killed and six female bicyclists killed. Gender was not reported for 37 bicyclists in crashes.

Police reported that 14 of the bicyclists killed (51.9%) were “going straight ahead” just prior to crash.

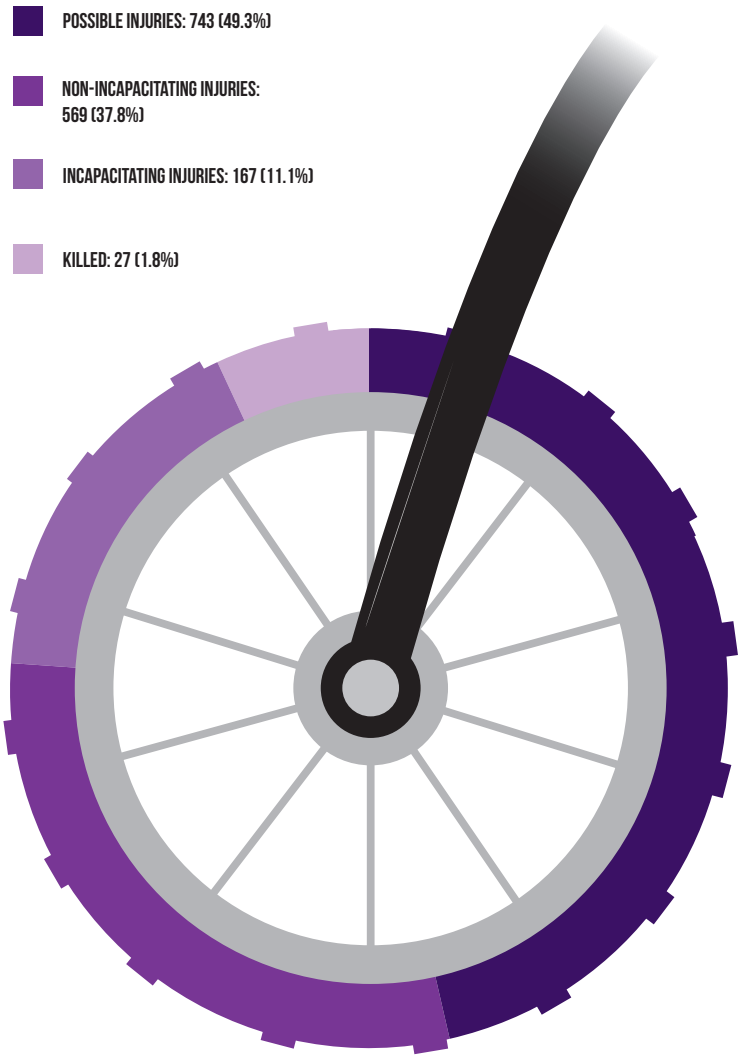
In motor vehicle crashes, 1,519 bicyclists were riding in daylight conditions, 21 were riding during dawn, 51 were riding during dusk, 235 were riding in dark lighted conditions, 75 were riding in dark unlighted conditions, and 1 bicyclist was riding in unknown lighting conditions.

The peak hours for bicyclist involvement in crashes were from 3:00-5:59 PM, with 577 bicyclists involved. The peak hour for bicyclist fatalities was from 9:00-9:59 PM, with 4 bicyclist fatalities.

Of the 27 bicyclists killed, seven (25.9%) were the result of a had-been-drinking crash and four (66.7%) of those bicyclists had been drinking.

There were two (7.4%) bicyclist deaths for children under 11 years of age. There were no (0.0%) bicyclists killed in the 11-15 age group. Teen/young adults (ages 16-20) accounted for two (7.4%) of the bicyclist fatalities. Adults ages 21-64 accounted for 19 (70.4%) of the bicyclist fatalities. There were four (14.8%) fatalities in the 65 and over age group.

BICYCLIST INJURY SEVERITY IN CRASHES



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PEDESTRIANS

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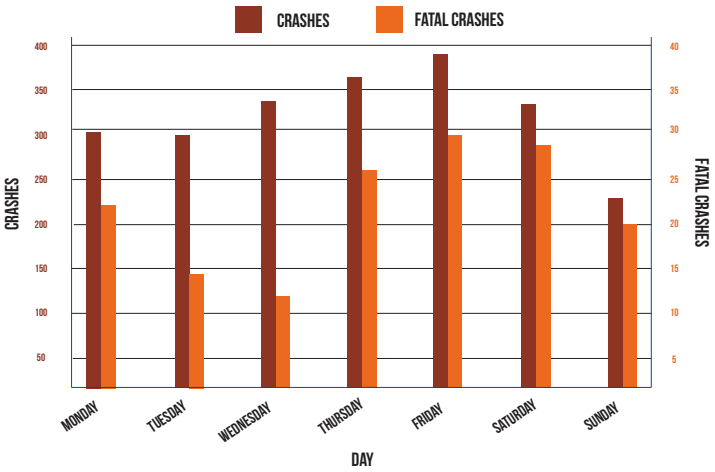
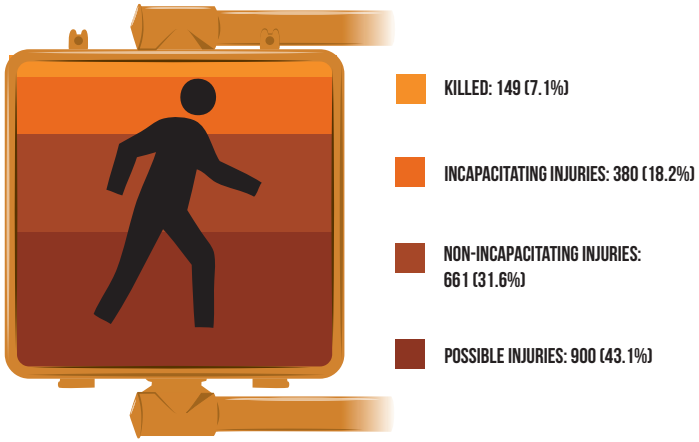
Pedestrians are defined as a person on foot, skis, skates, rollerblates, or a non-motorized wheelchair, or the rider of a horse or a horse and buggy. Each pedestrian is listed as a separate unit on the Traffic Crash Report.

PEDESTRIAN-INVOLVED CRASHES BY DAY OF THE WEEK



PEDESTRIAN INJURY SEVERITY IN CRASHES



There were 2,392 pedestrians involved in 2,248 motor vehicle crashes.

Of the 2,392 pedestrians involved in crashes, 149 (6.2%) were killed and 1,941 (81.1%) were injured.

There were 103 (69.1%) male pedestrians killed and 46 (30.9%) female pedestrians killed.

Of all pedestrian actions prior to a crash, “crossing not at an intersection” is the most deadly, accounting for 46 (30.9%) of the pedestrian fatalities.

For each pedestrian killed, there were 13 pedestrians injured.

The highest number of pedestrian-involved crashes occured during October, with 597 (11.3%).

The time of day with the most pedestrian-involved crashes occured from 7:00-7:59 PM, with 167 (7.4%).

Friday was the deadliest day for pedestrians with 29 (19.5%) pedestrian-involved fatal crashes and 29 (19.5%) fatalities.

Of the 149 pedestrians killed, 44 (29.5%) of the deaths were the result of a had-been-drinking crash and 36 (81.8%) of those pedestrians had been drinking.

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MOTORCYCLES

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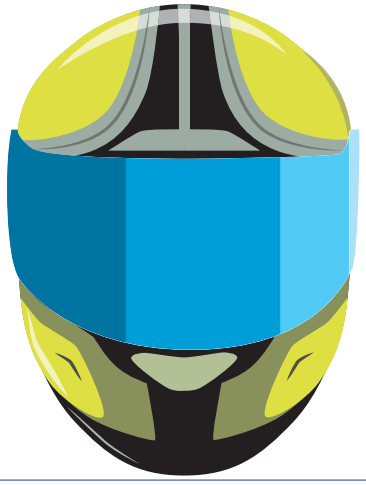
The visibility of motorcycles is a major concern with regard to motorcycle crashes. A light-colored helmet and eye protection; brightly colored high visibility clothing; leather or thick protective clothing; and long sleeves, pants, over-the-ankle boots, and gloves are all recommended for motorcycle safety by the Motorcycle Safety Foundation.

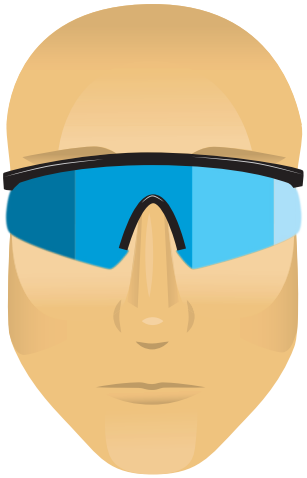
INJURY SEVERITY FOR HELMETED MOTORCYCLISTS IN CRASHES

- POSSIBLE INJURIES: 608 (33.8%)
- NON-INCAPACITATING INJURIES: 780 (43.3%)
- INCAPACITATING INJURIES: 350 (19.4%)
- KILLED: 63 (3.5%)



INJURY SEVERITY FOR UNHELMETED MOTORCYCLISTS IN CRASHES

- POSSIBLE INJURIES: 171 (24.1%)
- NON-INCAPACITATING INJURIES: 277 (39.0%)
- INCAPACITATING INJURIES: 194 (27.3%)
- KILLED: 59 (9.7%)



The death rate for motorcyclists was 16.0 per 100 million vehicle miles traveled compared to the overall mileage death rate of 0.99 per 100 million vehicle miles traveled.

There were 3,114 motorcycle-involved crashes in which 128 motorcyclists were killed and 2,497 were injured.

Motorcycles were involved in 1.1 percent of all traffic crashes in Michigan.

Out of the 128 motorcyclists killed, 106 (82.8%) motorcyclists were reported by police as “going straight ahead” just prior to the crash.

There were 118 (92.2%) male motorcyclists and 10 (7.8%) female motorcyclists killed in traffic crashes.

Of the motorcyclists killed, 34 (26.6%) deaths were the result of a had-been-drinking crash and 30 (88.2%) of those motorcyclists had been drinking.

Among the 128 motorcycle fatalities, 63 (49.2%) motorcyclists were wearing helmets and 59 (46.1%) motorcyclists were not wearing helmets. Helmet use was unknown for 5 (3.9%) motorcyclists, and 1 (0.8%) motorcyclist was coded as not having belts available on the Traffic Crash Report.

An observational survey by Wayne State University estimated statewide helmet use at 73.0 percent and high-visibility gear at 5.6 percent.

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HEAVY TRUCKS/BUSES

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Compared to the overall crash picture, heavy truck/bus crashes have more drivers indicated to be making backing, lane use, and turning errors; more collisions with non-vehicles; fewer single vehicle crashes; more sideswipes; more daytime crashes; and more weekday crashes.

Heavy trucks/buses were involved in 3.7 percent (10,773) of the 289,061 traffic crashes in Michigan.

The 10,773 heavy truck/bus-involved crashes is a 14.8 percent increase from the 2012 total of 9,388 crashes.

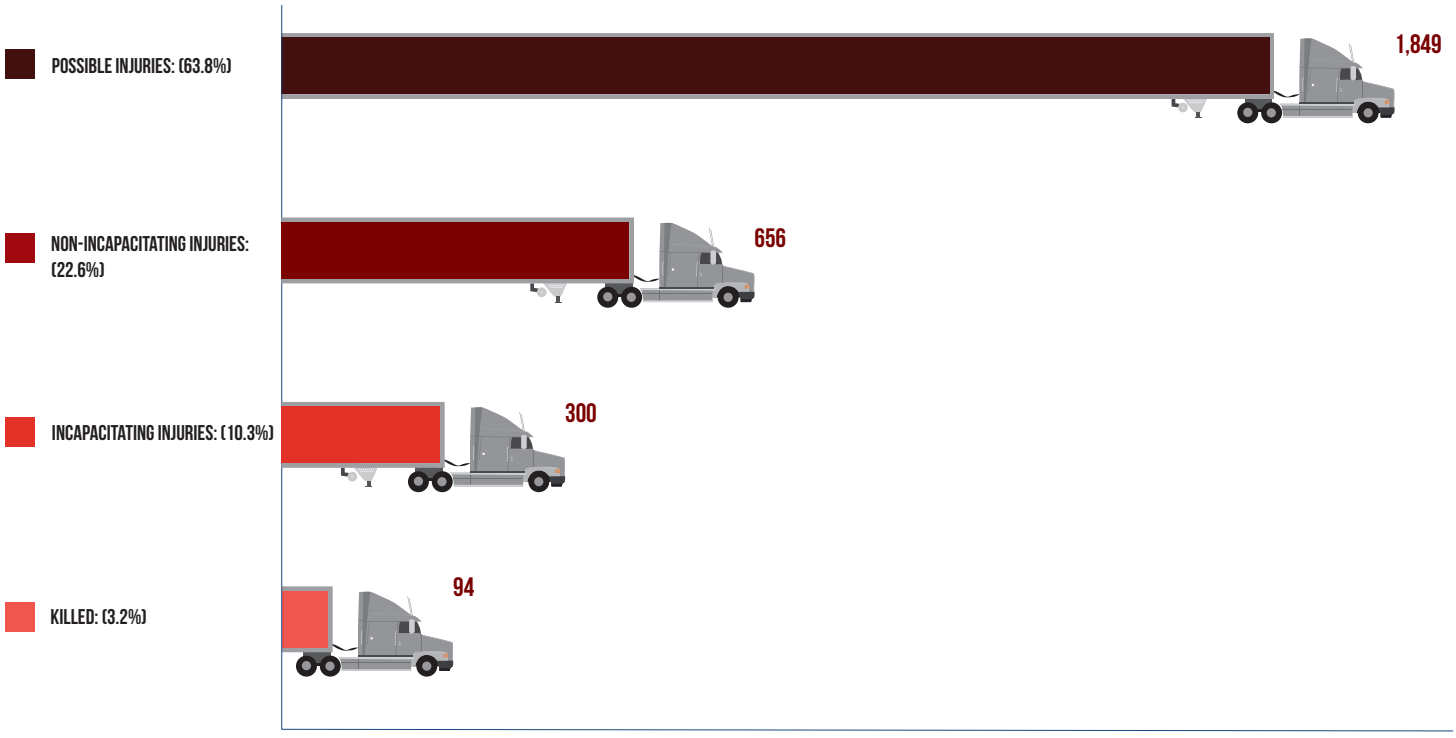
There were 94 people killed and 2,805 people injured in heavy truck/bus crashes.

A total of 11,219 heavy truck/bus drivers and were involved in crashes, with seven of those drivers killed.

The number of had-been-drinking heavy truck/bus drivers was 17.

There were 42 pedestrians and 22 bicyclists involved in heavy truck/bus involved crashes. Seven of the 42 (16.7%) pedestrians were killed. No bicyclists were killed.

INJURY SEVERITY IN CRASHES WHERE HEAVY TRUCKS/BUSES WERE INVOLVED



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SCHOOL BUSES

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School bus-related crashes include situations where the school bus was a involved or other units crashed due to the presence and influence of a school bus.

There were 872 school bus-related crashes with one fatal crash resulting in one fatality. The fatality involved a driver of another vehicle.

Of the 872 school bus-related crashes, 348 (39.9%) occurred between 6:00-8:59 AM and 368 (42.2%) occurred between 2:00-4:59 PM. The remaining 156 (17.9%) crashes occurred during other times of the day.

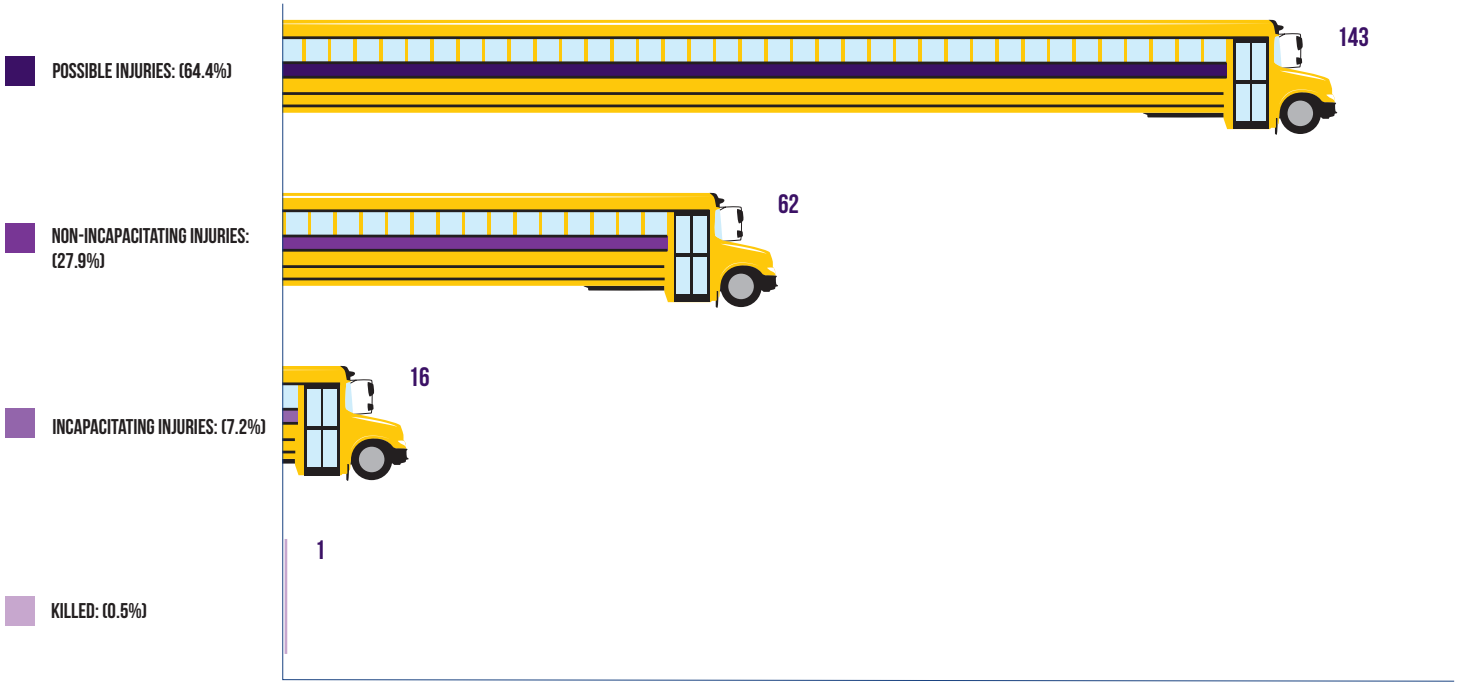
Of the 872 school bus-related crashes, 358 (41.1%) occurred at an intersection.

There were 1,291 persons involved and no persons killed on school buses.

Fourteen persons on school buses received incapacitating injuries, 20 persons received non-incapacitating injuries, and 66 persons received possible injuries.

There were six pedestrians and four bicyclists involved in school bus-related crashes.

INJURY SEVERITY IN CRASHES WHERE SCHOOL BUSES WERE INVOLVED



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DEER

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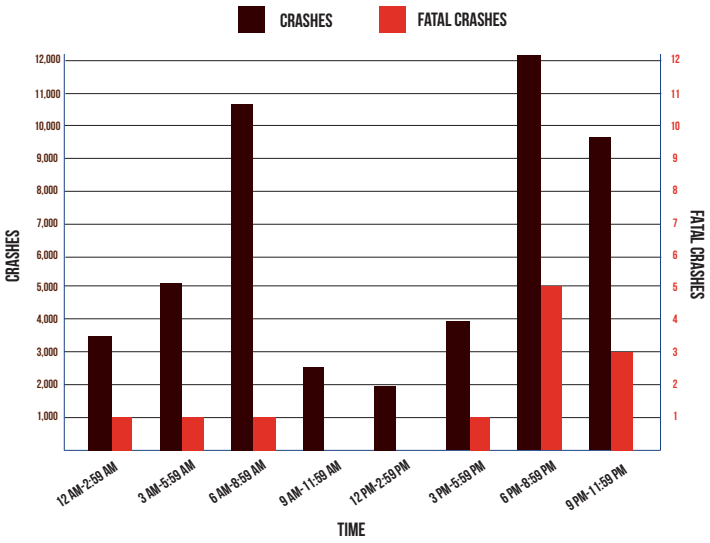
Deer crashes include situations where a deer is a contributing factor, but does not necessarily come in contact with a traffic unit.

MOTOR VEHICLE-DEER CRASHES BY TIME OF DAY



MOTOR VEHICLE-DEER CRASHES BY TIME OF YEAR

Michigan had 49,205 (17.0% of the total crashes) motor vehicle-deer crashes.

Passenger cars represented 75.9 percent (37,485) of the vehicles involved.

As a result of vehicle-deer crashes, 1,212 people were injured and 12 people were killed. Seven (58.3%) of those killed were motorcyclists.

Motor vehicle-deer involved crashes peaked during the 6:00-8:59 PM time period (12,073). Fatal deer crashes also peaked during the 6:00-8:59 PM time period (5).

The top 10 counties experiencing vehicle-deer crashes were: Oakland 1,801; Jackson 1,480; Kent 1,447; Lapeer 1,229; Eaton 1,076; Montcalm 1,073; Sanilac 1,071; Calhoun 1,059; Washtenaw 1,058; and Clinton 1,056.

The highest number of vehicle-deer crashes occurred during November (8,933).

Of the motor vehicle-deer crashes, 20,157 (41.0%) occurred during the fourth quarter of the year.

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SEAT BELT USE

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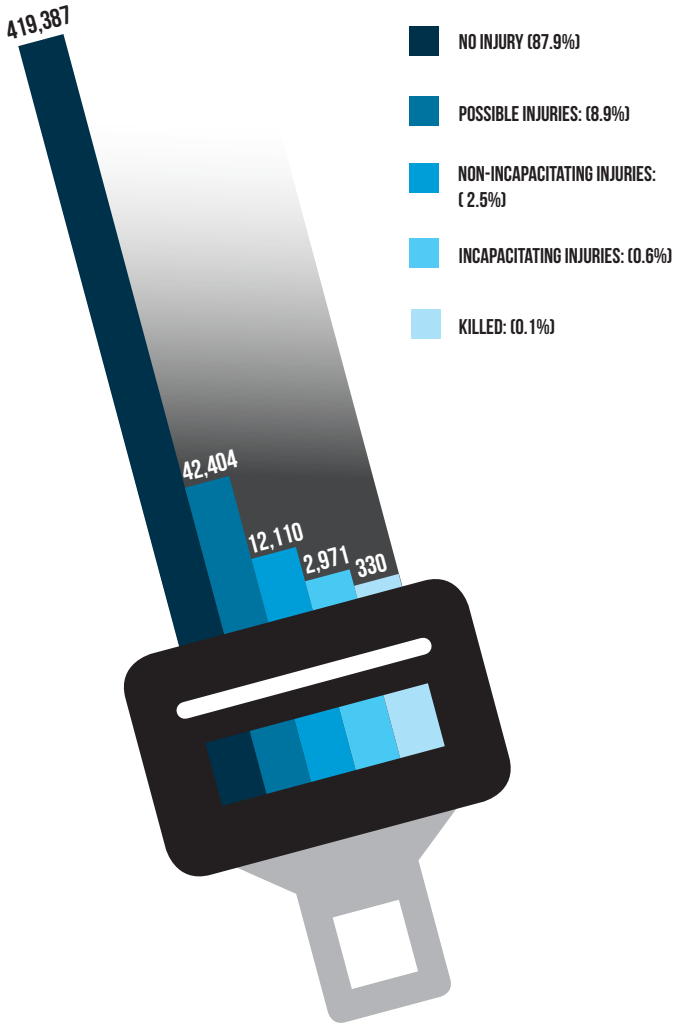
Seat belt use by motorists is measured two ways: by what motorists report to police at the scene of a traffic crash (reported usage), and by observation surveys where motorists are unaware of the presence of researchers (observed usage).

REPORTED INJURY SEVERITY IN CRASHES WHERE SEAT BELTS WERE USED



Of the 486,353 reported drivers and passengers involved in crashes for which seat belt use was known, 477,576 (98.2%) were reported to have been using seat belts and 8,777 (1.8%) were reported to have not been using seat belts.

The reported percentage of males (7,127) involved in crashes who did not wear seat belts out of all males in crashes for which seat belt use was known was 2.7 percent. The reported percentage of females (4,304) involved in crashes who did not wear their seat belts out of all females in crashes for which seat belt use was known was 1.9 percent.

Of the reported drivers and passengers in motor vehicles crashes under 25 years of age, 3,431 (39.1%) were not wearing seat belts.

When looking at known seat belt use for motor vehicle fatalities only, 194 people (37.0%) killed were not wearing seat belts.

Of the fatalities, there were 169 drivers and passengers killed while not wearing a seat belt in the front seat, 20 people killed while not wearing a seat belt in the rear seat, and 5 people killed while not wearing seat belt in an other or unknown seating position.

A total of 318 people in motor vehicle crashes were ejected while not wearing a seat belt. Of the 318 people ejected, 186 were drivers, 131 were injured passengers, and 1 was an uninjured passenger. Of the unbelted people who were ejected 56 people (17.6%) were killed.

An observational study by Wayne State University estimated statewide belt use at 93.0 percent.

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