

MTCF

Michigan Traffic
Crash Facts

FACT SHEETS

2014

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2014

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 298,699 crashes, of which 806 (0.3%) were fatal, 52,523 (17.6%) were personal injury, and 245,370 (82.1%) were property damage only. Compared to 2013 this is a 3.3 percent increase in total crashes, a decrease of 8.5 percent in fatal crashes, a 1.1 percent increase in personal injury crashes, and a 3.9 percent increase in property damage crashes.

A total of 876 people were killed as a result of the 806 fatal crashes for an average of 1.1 deaths per fatal crash.

One out of every 11,313 people in Michigan was killed in a traffic crash; one out of every 139 people was injured.

For each person killed, 81.5 people were injured in crashes.

There were 4,909 people who received incapacitating injuries, which prevent normal activities and require hospitalization.

A total of 510,086 motor vehicles were involved in 298,699 reported crashes.

Of the 876 traffic crash deaths, 540 (61.6%) were drivers of vehicles, 167 (19.1%) were passengers in motor vehicles, 148 (16.9%) were pedestrians, and 21 (2.4%) were bicyclists.

Of the 586 drivers and passengers killed, 201 (34.5%) were not wearing seat belts and 294 (50.4%) were wearing seat belts. It is unknown whether 88 (15.1%) of the fatalities were belted.

There were 434 deaths, which resulted from 411 single vehicle fatal crashes.

More male drivers were involved in crashes than female drivers. Of the 262,359 male drivers involved in crashes, 893 (0.3%) were involved in fatal crashes. Of the 208,359 female drivers involved in crashes, 315 (0.2%) were involved in fatal crashes.

Of the 760 motor vehicle drivers involved in fatal crashes where a hazardous action occurred, excessive speed was reported by police as the hazardous action for 160 (21.1%) of the drivers.

Of the 806 fatal crashes, 215 (26.7%) occurred at intersections.

Most fatal crashes occurred on dry roadways (75.6%) and in clear weather conditions (61.7%).

The majority of all crashes occurred during daylight hours (63.1%).

There were 52 (6.5%) fatal crashes during the 11:00-11:59 PM time period, more than any other time period.

The most fatal crashes, 162 (20.1%), occurred on Saturday.

A traffic crash was reported every 1 minute and 46 seconds.

One person was killed every 10 hours as a result of a traffic crash.

One person was injured every 7 minutes and 22 seconds in a traffic crash.

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Michigan Traffic Crash Facts

CHILDREN

AGES 0-15

2014

According to 2013 data provided by the Michigan Department of Community Health, the number one cause of unintentional fatal injuries for children ages 1-24 in Michigan is motor vehicle crashes.

There were 48,375 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 (779) of drivers in all crashes and 0.4 percent (3) of drivers in fatal crashes.

A total of 27 children (0-15 years old) were killed in motor vehicle crashes, including one driver age 14 and one driver age 15. The 0-15 age group accounted for 3.1 percent of all traffic deaths.

In addition, 5,213 children were injured in motor vehicle crashes.

Children 4-10 years old had the lowest restraint usage (90.3%) among drivers and injured passengers age 0-15, as reported to police at the scene of a traffic crash.

Children accounted for 4.7 percent (7) of the pedestrians killed in Michigan, and 19.5 percent (383) of all pedestrian injuries.

Children under 16 years of age accounted for one (4.8%) of the 21 bicyclist deaths.

CRASH INJURY SEVERITY IN CHILDREN AGES 0-15

KILLED: 27 (0.5%)
INCAPACITATING INJURIES: 306 (5.8%)
NON-INCAPACITATING INJURIES: 1,331 (25.4%)
POSSIBLE INJURIES: 3,576 (68.2%)



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2014

Inexperience, risk-taking behavior, immaturity, and greater risk exposure are all factors that increase crash risk for young drivers. According to the Insurance Institute for Highway Safety, crashes are the leading cause of death and account for almost one third of all deaths among people age 16-19.

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



There were 475,444 licensed drivers ages 16-20 who represented 6.7 percent of Michigan's driving population. The drivers in this age group represented 10.8 percent (54,935) of drivers in all crashes and 9.0 percent (115) of drivers in fatal crashes.

The 16-20 age group accounted for 10.4 percent (91) of all traffic deaths, and 50.5 percent (46) of those deaths were drivers.

In addition, 8,966 teenagers and young adults were injured in motor vehicle crashes, representing 12.6 percent of all people 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 4.7 percent (7) of the pedestrians killed in Michigan, and 14.3 percent (281) of all pedestrian injuries.

One (4.8%) of the 21 bicyclist deaths were in the 16-20 age group.

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Michigan Traffic
Crash Facts

SENIOR DRIVERS

AGE 65 AND OVER

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In Michigan, 14 percent of the residents are age 65 or older according to 2010 census data. Safety problems for the older driver are directly tied to the aging process, including changes in vision, hearing, medication, cognition, and physical condition, which all contribute to driving errors.

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



KILLED: 190 (1.4%)

INCAPACITATING INJURIES: 914 (6.9%)

NON-INCAPACITATING INJURIES: 2,826 (21.4%)

POSSIBLE INJURIES: 9,301 (70.3%)

There were 1,360,344 licensed drivers age 65 and over who represented 19.1 percent of Michigan's active driving population. The drivers in this age group represented 9.3 percent (47,356) of drivers in all crashes and 15.1 percent (193) of drivers in fatal crashes.

A total of 159 people age 65 and over were killed in traffic crashes, and 110 (69.2%) of them were drivers.

In addition, 7,333 people age 65 and over were injured in traffic crashes, representing 10.3 percent of all people injured in crashes.

Drivers and injured passengers, age 65 to 110, had a seatbelt usage of 98.8%, 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, 10.8 percent (16) were age 65 and over; 6.3 percent (124) of the pedestrians injured were age 65 and over.

Three (14.3%) bicyclists out of the 21 total killed were age 65 and over.

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Cell phone use can be a distraction for the driver, the bicyclist, and the pedestrian. Cell phone use in crashes is measured by reported use, which is recorded by the police officer at the scene of the crash.

A total of 666 crashes occurred in Michigan where a motor vehicle driver, pedestrian, or bicyclist was using a cell phone. Two of those crashes involved a fatality.

A total of 663 motor vehicle drivers and 4 pedestrians were also reported to be using cell phones in the 666 crashes.

Of the 4 pedestrians using a cell phone, 2 pedestrians suffered an incapacitating injury and 2 suffered a non-incapacitating injury.

Of the 663 motor vehicle drivers using cell phones, 151 (22.8%) were 20 years of age or less.

There were 301 (45.2%) rear-end crashes where a driver was using a cell phone.

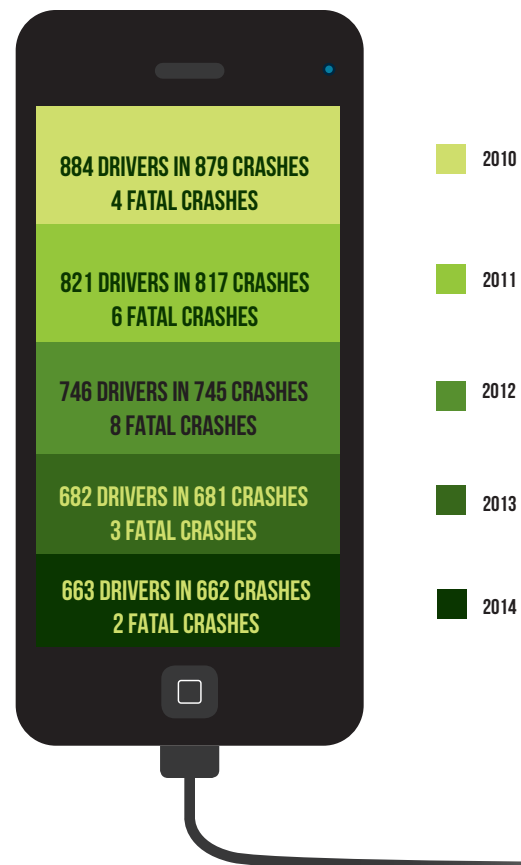
Of the total 666 crashes involving cell phone use, 148 (22.2%) also involved a lane departure.

Of the total 666 crashes involving cell phone use, 267 (40.1%) were intersection related.

There were 667 traffic units using a cell phone in crashes: 568 passenger cars, 62 pickup trucks, 21 vans or motorhomes, 7 small trucks under 10,000 lbs., 3 trucks or buses over 10,000 lbs., and 6 uncoded vehicles.

In the past five years, 2014 had the lowest number of motor vehicle drivers (663) in crashes (662) where a cell phone was used. During this period, 2014 also had the lowest number of fatal crashes where a motor vehicle driver was using a cell phone (2).

CRASHES WHERE A MOTOR VEHICLE DRIVER WAS USING A CELL PHONE



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Michigan Traffic Crash Facts

ALCOHOL

2014

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:	222 (5.9%)
INCAPACITATING INJURIES:	627 (16.5%)
NON-INCAPACITATING INJURIES:	1,282 (33.8%)
POSSIBLE INJURIES:	1,660 (43.8%)

CRASH SEVERITY IN ALL CRASHES



FATAL:	806 (1.5%)
INCAPACITATING INJURIES:	4,045 (7.6%)
NON-INCAPACITATING INJURIES:	12,910 (24.2%)
POSSIBLE INJURIES:	35,568 (66.7%)

Of the 806 fatal crashes that occurred in Michigan, 222 (27.5%) were alcohol-related, involving at least one drinking operator or pedestrian.

There were 236 alcohol-related fatalities, which accounts for 26.9 percent of the total number of people killed (876).

The number of alcohol-related fatalities was about 3.7 times higher than in all crashes and the most serious injury level (incapacitating) was nearly 6.3 times higher.

There were 146 (65.8%) crashes involving one vehicle out of the 222 alcohol-related fatal crashes.

Of the 148 pedestrian deaths, 44 (29.7%) were the result of an HBD crash and 35 (79.5%) of those pedestrians had been drinking.

There were 107 motorcyclist deaths, and 31 (29.0%) of those deaths were the result of an HBD crash. Of the 31 motorcycle-involved had been drinking crash deaths, 26 (83.9%) motorcycle drivers were coded as drinking.

Out of 21 bicyclist deaths, five (23.8%) were the result of an HBD crash and two (40.0%) of those bicyclists had been drinking.

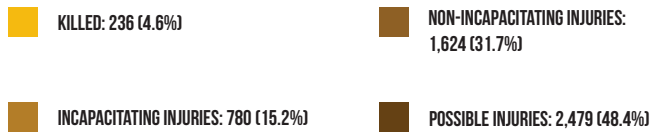
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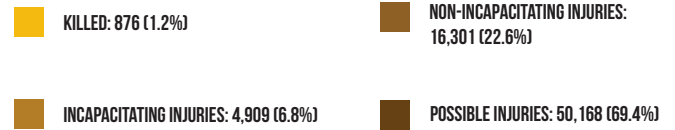
2014

ALCOHOL CONTINUED

PERSON INJURY SEVERITY IN HBD CRASHES



PERSON INJURY SEVERITY IN ALL CRASHES



Six snowmobiler deaths occurred on Michigan roadways. There were four deaths that (66.7%) were the result of an HBD crash and all of those snowmobilers had been drinking.

HBD injury crashes were highest in June (364) and October (371), and the highest number of HBD fatal crashes, 32, occurred in June.

Saturday had the highest number of HBD fatal crashes at 65, followed by Sunday at 51.

Saturday had the highest proportion (39.7%) of alcohol-related fatalities when compared to all fatalities occurring on Saturday.

The 2:00-2:59 AM time period had the highest number of HBD fatal crashes with 28, while the time period from 1:00-1:59 PM had the lowest with 0.

Of the 9,218 drinking drivers involved in crashes, 6,721 (72.9%) were male and 2,461 (26.7%) were female. There were 36 drinking drivers for which gender was unknown.

There were 2,472 (26.8%) drinking drivers in crashes who were age 24 and younger.

Out of the total 9,218 drinking drivers in crashes, 897 (9.7%) of the drivers were also suspected of using drugs.

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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 1,763 bicyclists involved in motor vehicle crashes in Michigan.

There were a 21 fatal crashes involving bicyclists and 21 bicyclists killed on Michigan roadways.

A total of 1,378 bicyclist injuries in 1,367 crashes were reported by police on traffic crash records.

Male bicyclists (1,337) were involved in more bicycle crashes than female bicyclists (370), with 19 male bicyclists killed and two female bicyclists killed. Gender was not reported for 56 bicyclists in crashes.

Police reported that 10 of the bicyclists killed (47.6%) were "going straight ahead" just prior to crash.

In motor vehicle crashes, 1,401 bicyclists were riding in daylight conditions, 32 were riding during dawn, 45 were riding during dusk, 189 were riding in dark lighted conditions, 85 were riding in dark unlighted conditions, and 11 bicyclists were riding in unknown lighting conditions.

The peak hours for bicyclist involvement in crashes were from 5:00-5:59 PM, with 192 bicyclists involved. The peak hour for bicyclist fatalities was from 9:00-9:59 PM, with 3 bicyclist fatalities.

Of the 21 bicyclists killed, five (23.8%) were the result of a had-been-drinking crash and two (40.0%) of those bicyclists had been drinking.

There were no (0.0%) bicyclist deaths for children under 11 years of age. There was one (4.8%) bicyclist killed in the 11-15 age group. Teen/young adults (ages 16-20) accounted for one (4.8%) of the bicyclist fatalities. Adults ages 21-64 accounted for 16 (76.2%) of the bicyclist fatalities. There were three (14.3%) fatalities in the 65 and over age group.

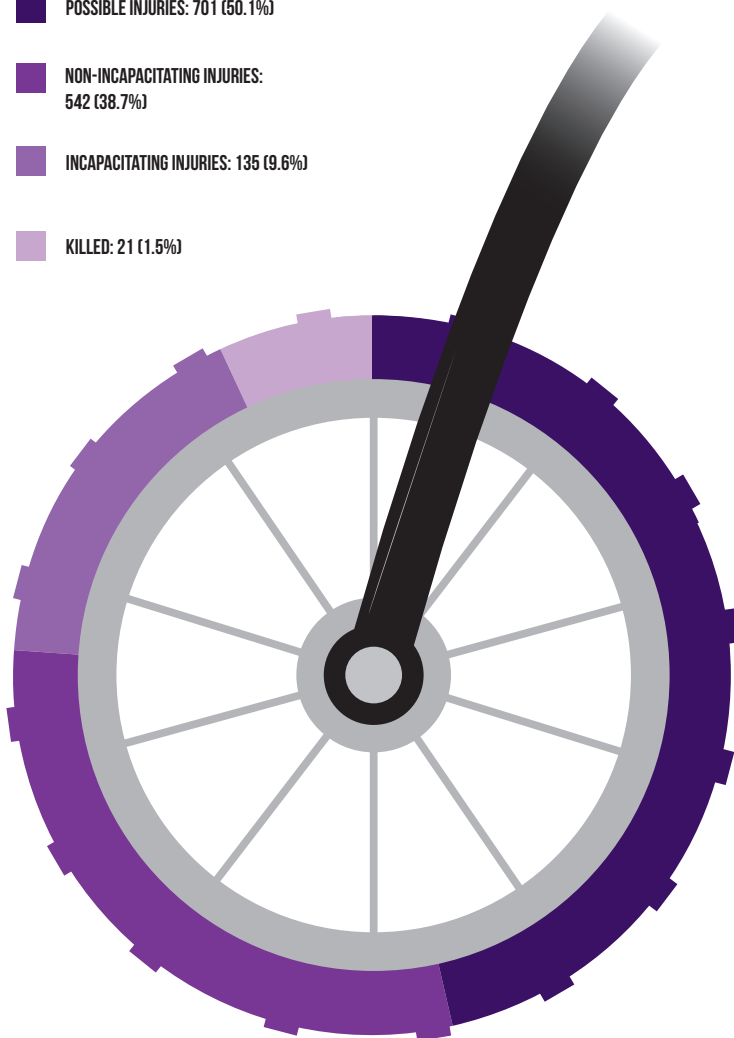
BICYCLIST INJURY SEVERITY IN CRASHES

POSSIBLE INJURIES: 701 (50.1%)

NON-INCAPACITATING INJURIES: 542 (38.7%)

INCAPACITATING INJURIES: 135 (9.6%)

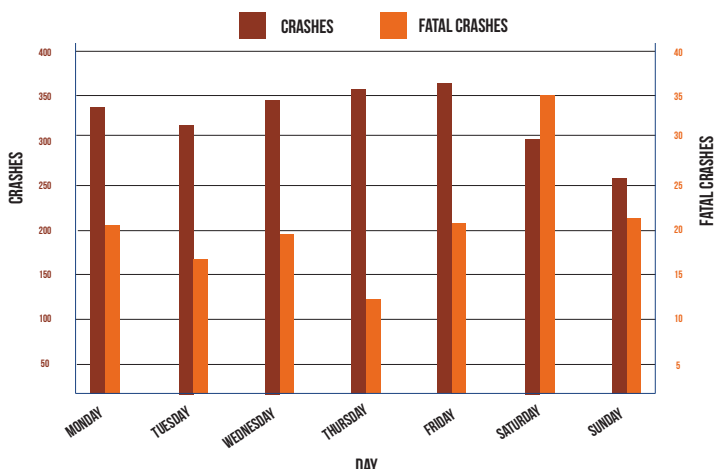
KILLED: 21 (1.5%)



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Pedestrians are defined as a person on foot, skis, skates, rollerblades, 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



	KILLED: 148 (7.0%)
	INCAPACITATING INJURIES: 365 (17.3%)
	NON-INCAPACITATING INJURIES: 656 (31.1%)
	POSSIBLE INJURIES: 941 (44.6%)

There were 2,406 pedestrians involved in 2,280 motor vehicle crashes.

Of the 2,406 pedestrians involved in crashes, 148 (6.2%) were killed and 1,962 (81.5%) were injured.

There were 101 (68.2%) male pedestrians killed and 47 (31.8%) female pedestrians killed.

Of all pedestrian actions prior to a crash, "crossing not at an intersection" is the most deadly, accounting for 36 (24.3%) of the pedestrian fatalities.

For each pedestrian killed, there were about 13 pedestrians injured.

The highest number of pedestrian-involved crashes occurred during October, with 265 (11.6%).

The time of day with the most pedestrian-involved crashes occurred from 6:00-6:59 PM, with 185 (8.1%).

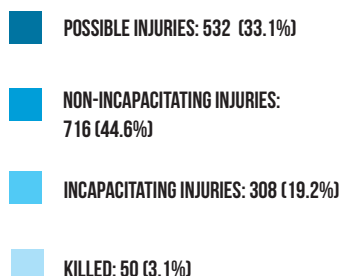
Saturday was the deadliest day for pedestrians with 35 (23.6%) pedestrian-involved fatal crashes and 35 (23.5%) fatalities.

Of the 148 pedestrians killed, 44 (29.7%) of the deaths were the result of an alcohol-involved crash and 35 (79.5%) of those pedestrians had been drinking.

2014

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



The death rate for motorcyclists was 13.8 per 100 million vehicle miles traveled compared to the overall mileage death rate of 1.0 per 100 million vehicle miles traveled.

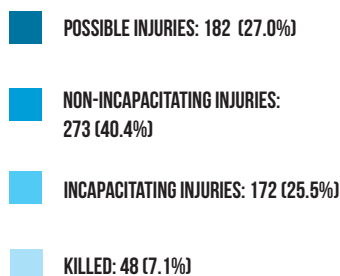
There were 2,860 motorcycle-involved crashes in which 107 motorcyclists were killed and 2,309 were injured.

Motorcycles were involved in 1.0 percent of all traffic crashes in Michigan.

Out of the 107 motorcyclists killed, 95 (88.8%) motorcycle riders were reported by police as "going straight ahead" just prior to the crash.

There were 97 (90.7%) male motorcyclists and 10 (9.3%) female motorcyclists killed in traffic crashes.

INJURY SEVERITY FOR UNHELMETED MOTORCYCLISTS IN CRASHES



Of the motorcyclists killed, 31 (29.0%) deaths were the result of a had-been-drinking crash and 26 (83.9%) of those motorcyclists had drivers coded as drinking.

Among the 107 motorcycle fatalities, 50 (46.7%) motorcyclists were wearing helmets and 48 (44.9%) motorcyclists were not wearing helmets. Helmet use was unknown for 9 (8.4%) motorcyclists.

A 2013 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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Michigan Traffic Crash Facts

HEAVY TRUCKS/BUSES

2014

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 4.3 percent (12,763) of the 298,699 traffic crashes in Michigan.

A total of 13,343 heavy truck/bus drivers were involved in crashes, with ten of those drivers killed.

The 12,763 heavy truck/bus-involved crashes is a 18.5 percent increase from the 2013 total of 10,773 crashes.

The number of had-been-drinking heavy truck/bus drivers was 22.

There were 105 people killed and 3,044 people injured in heavy truck/bus crashes.

There were 54 pedestrians and 22 bicyclists involved in heavy truck/bus involved crashes. Seven pedestrians (13.0%) and two bicyclists (9.1%) were killed.

INJURY SEVERITY IN CRASHES WHERE HEAVY TRUCKS/BUSES WERE INVOLVED



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

There were 1,007 school bus-related crashes with one fatal crash resulting in one fatality. The fatality involved a driver of another vehicle.

Of the 1,007 school bus-related crashes, 413 (41.0%) occurred between 6:00-8:59 AM and 372 (36.9%) occurred between 3:00-5:59 PM. The remaining 222 (22.0%) crashes occurred during other times of the day.

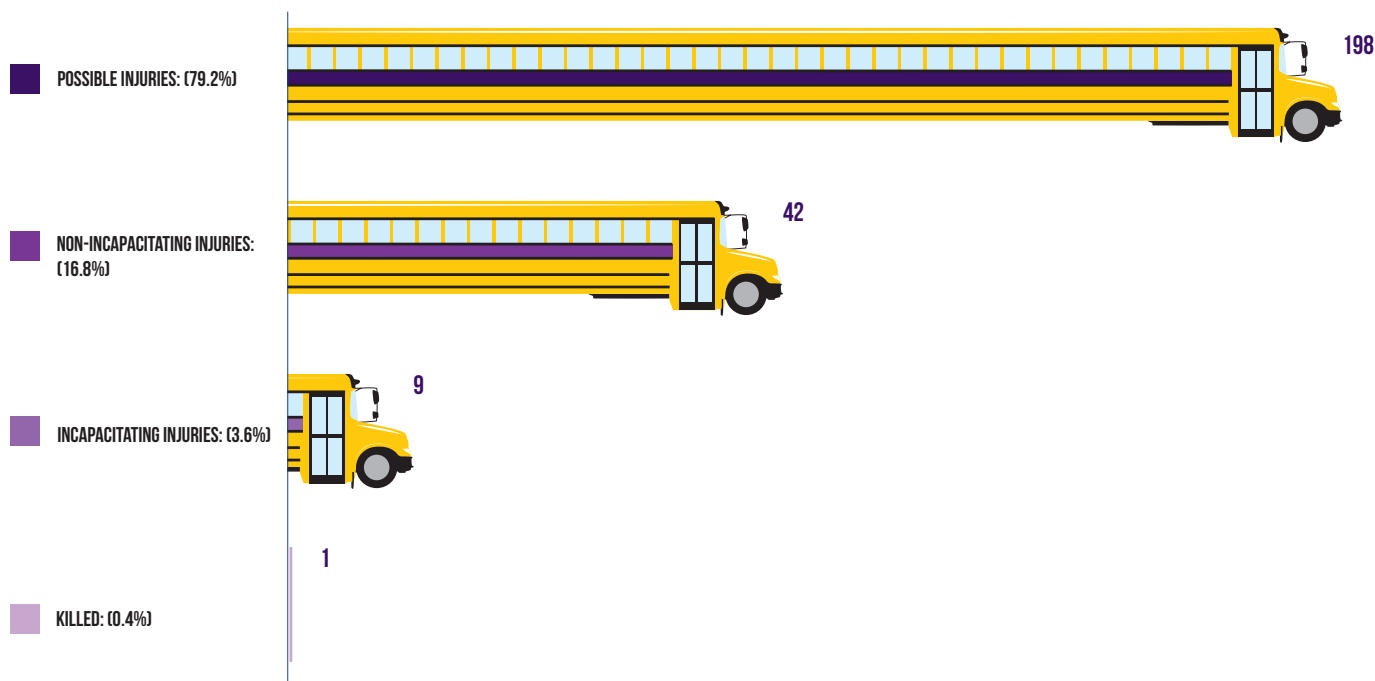
Of the 1,007 school bus-related crashes, 417 (41.4%) occurred at an intersection.

There were 1,503 people involved and no people killed on school buses.

Three people on school buses received incapacitating injuries, 19 people received non-incapacitating injuries, and 101 people received possible injuries.

There were six pedestrians and one bicyclist involved in school bus-related crashes.

INJURY SEVERITY IN CRASHES WHERE SCHOOL BUSES WERE INVOLVED



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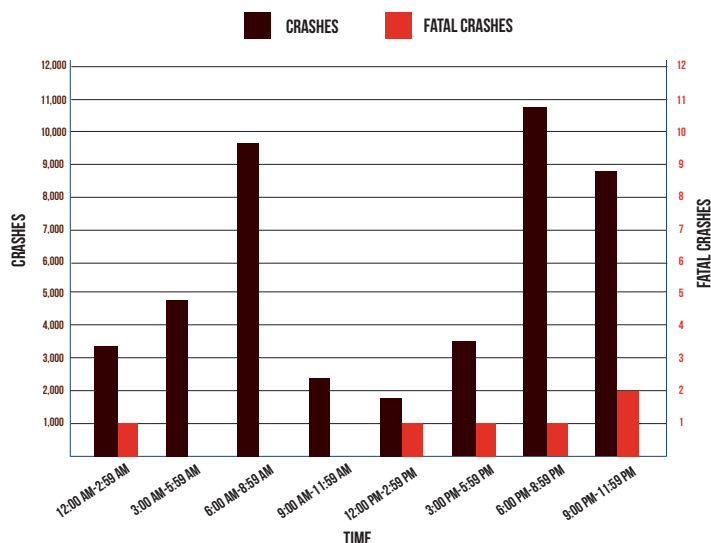
Michigan Traffic Crash Facts

DEER

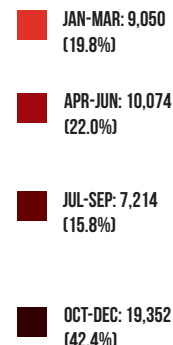
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Deer crashes include situations where a deer is a contributing factor, but does not necessarily come in contact with a traffic unit.

MOTOR VEHICLE-DEER CRASHES BY TIME OF DAY



MOTOR VEHICLE-DEER CRASHES BY TIME OF YEAR



Michigan had 45,690 (15.3% of the total crashes) motor vehicle-deer crashes.

Passenger cars and station wagons represented 76.1 percent (34,791) of the vehicles involved.

As a result of vehicle-deer crashes, 1,072 people were injured and 6 people were killed. All (100.0%) of those killed were motorcyclists.

Motor vehicle-deer involved crashes were highest during the 6:00-8:59 PM time period (10,857).

The top 10 counties experiencing vehicle-deer crashes were: Oakland 1,750; Kent 1,338; Jackson 1,279; Lapeer 1,153; Eaton 1,077; Sanilac 1,053; Clinton 1,015; Montcalm 968; Genesee 964; and Washtenaw 952.

The highest number of vehicle-deer crashes occurred during November (7,850).

Of the motor vehicle-deer crashes, 19,352 (42.4%) occurred during the fourth quarter of the year.

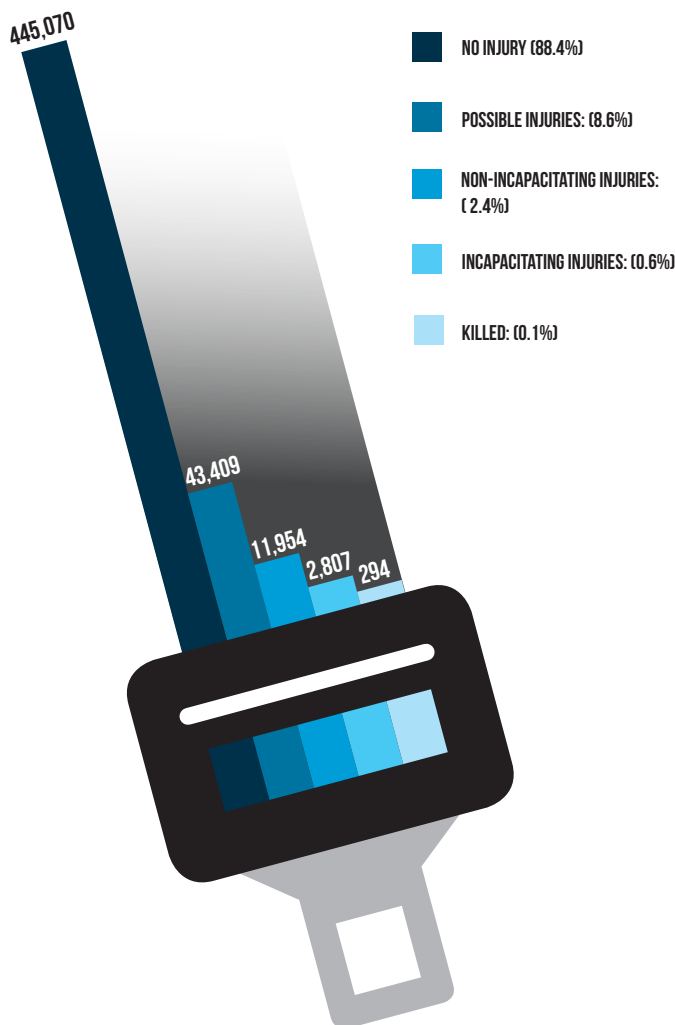
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Seat belt use by motorists is measured two ways: by what motorists report to police at the scene of a traffic crash (reported usage), and by observation surveys where motorists are unaware of the presence of researchers (observed usage).

REPORTED INJURY SEVERITY IN CRASHES WHERE SEAT BELTS WERE USED



Of the 512,998 reported drivers and passengers involved in crashes for which seat belt use was known, 503,873 (98.2%) were reported to have been using seat belts and 9,125 (1.8%) were reported to have not been using seat belts.

The reported percentage of male drivers and passengers (5,341) involved in crashes who did not wear seat belts out of all males in crashes for which seat belt use was known was 1.9 percent. The reported percentage of female drivers and passengers (3,561) involved in crashes who did not wear their seat belts out of all females in crashes for which seat belt use was known was 1.5 percent.

Of the reported drivers and passengers in motor vehicles crashes under 25 years of age, 3,554 (2.6%) were not wearing seat belts.

When looking at known seat belt use for motor vehicle fatalities only, 201 people (40.6%) killed were not wearing seat belts.

Of the fatalities, there were 166 drivers and passengers killed while not wearing a seat belt in the front seat, 27 people killed while not wearing a seat belt in the rear seat, and 8 people killed while not wearing seat belt in an other or unknown seating position.

A total of 280 people in motor vehicle crashes were ejected while not wearing a seat belt. Of the 280 people ejected, 171 were drivers, 104 were injured passengers, and 5 were uninjured passengers. Of the unbelted people who were ejected 73 people (26.1%) were killed.

A 2014 observational study by Wayne State University estimated statewide belt use at 93.3 percent.