

AGE AND INJURY SEVERITY BY PERSON TYPE

AGE	DRIVER			INJURED PASSENGER			MOTORCYCLIST			BICYCLIST			PEDESTRIAN		
	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured
0	49	0	1	202	2	199	1	0	1	189	0	143	187	0	151
1	15	0	1	170	0	169	1	0	0	0	0	0	9	3	4
2	4	0	0	194	0	193	1	0	1	0	0	0	8	0	6
3	2	0	0	215	2	213	0	0	0	2	1	0	12	2	9
4	3	0	0	243	2	237	0	0	0	4	0	4	14	1	11
5	0	0	0	249	2	247	0	0	0	9	0	9	12	0	11
6	5	0	3	291	0	291	1	0	1	8	0	8	16	1	13
7	2	0	1	292	1	291	0	0	0	11	0	8	19	0	17
8	3	0	1	294	1	292	1	0	1	18	0	17	14	4	8
9	2	0	1	304	2	302	2	0	2	21	0	14	12	1	11
10	6	0	3	312	2	309	0	0	0	17	0	15	20	0	19
11	4	0	2	301	0	299	1	0	1	42	1	31	20	0	17
12	16	0	12	314	2	311	6	0	6	38	0	28	31	1	29
13	28	0	13	324	2	321	6	0	5	48	0	38	36	1	33
14	111	0	35	406	1	403	5	0	5	52	0	37	41	1	33
15	561	2	97	524	3	521	7	1	5	67	0	52	46	2	37
16	7,232	7	774	608	8	600	7	0	6	46	0	38	55	0	49
17	10,194	18	1,072	631	11	619	19	1	11	57	0	51	57	2	45
18	12,791	13	1,475	663	1	658	28	0	24	63	1	50	54	0	46
19	13,123	12	1,495	547	6	538	56	1	41	60	1	49	60	6	47
20	13,204	9	1,472	552	2	549	82	2	64	61	0	52	59	1	52
21	13,017	14	1,403	466	3	461	60	2	44	42	0	31	55	2	48
22	12,680	18	1,392	449	3	446	81	7	51	41	1	32	46	0	39
23	12,705	18	1,433	417	4	410	83	6	58	40	0	30	51	3	44
24	12,283	16	1,385	418	4	411	83	3	63	33	0	26	63	2	57
25	11,979	10	1,468	350	0	349	89	3	61	31	0	25	49	4	40
26	10,662	16	1,200	334	7	324	85	4	58	26	2	19	49	0	45
27	9,962	7	1,168	292	2	285	68	4	44	36	2	25	47	2	41
28	9,497	15	1,146	263	4	257	77	3	58	26	1	22	37	3	28
29	8,996	10	1,018	222	0	221	62	2	44	22	0	16	34	3	25
30	9,004	13	996	237	1	236	68	0	46	25	1	22	32	4	26
31	8,400	8	940	211	3	208	64	0	48	17	0	13	34	2	31
32	8,328	13	934	186	1	184	56	1	36	21	0	16	49	2	40
33	8,084	9	923	200	1	198	57	4	44	18	0	17	21	2	17
34	8,156	12	851	186	1	185	44	3	28	18	0	16	28	2	24
35	8,042	10	896	197	2	194	59	2	44	17	0	14	27	5	22
36	7,754	12	824	196	1	193	47	3	33	20	0	19	25	0	22
37	7,605	6	821	184	2	182	46	2	33	20	1	15	29	3	24

*Driver age is calculated from birth date, and invalid date of birth entry errors result in age "0" drivers.

AGE AND INJURY SEVERITY BY PERSON TYPE (CONTINUED)

AGE	DRIVER			INJURED PASSENGER			MOTORCYCLIST			BICYCLIST			PEDESTRIAN		
	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured
38	7,352	8	779	154	4	150	51	2	34	12	1	11	24	0	23
39	7,104	5	785	164	1	162	38	2	27	10	0	7	28	2	24
40	7,082	10	723	152	1	150	49	3	33	10	0	8	23	1	19
41	7,136	4	726	161	2	159	43	0	36	17	0	17	20	2	16
42	7,334	4	805	146	2	144	50	1	37	13	1	10	28	2	23
43	7,601	9	797	161	1	160	52	2	41	12	0	10	20	3	17
44	8,383	7	890	168	2	166	73	2	51	21	0	19	37	2	32
45	7,979	2	823	168	0	168	71	0	50	14	0	10	28	2	24
46	7,754	11	874	166	2	163	63	3	41	18	0	14	32	1	28
47	7,404	7	814	156	0	156	73	4	51	16	1	11	29	4	23
48	7,517	14	821	166	0	165	66	6	46	22	1	19	30	5	24
49	7,525	7	790	165	0	165	68	2	53	21	0	19	35	4	31
50	7,707	10	850	189	2	184	77	4	54	15	2	11	31	2	29
51	7,705	10	815	177	2	174	78	3	48	23	0	17	39	3	33
52	7,700	6	852	207	2	203	87	3	62	28	1	25	34	4	25
53	7,681	7	926	179	4	175	90	4	64	14	1	13	36	7	27
54	7,640	7	833	175	3	172	74	1	60	24	2	19	29	5	22
55	7,368	7	856	179	0	179	82	5	55	19	1	16	35	2	30
56	7,337	10	839	166	0	164	74	3	54	25	0	21	25	2	20
57	7,260	11	822	130	0	129	61	3	45	26	0	23	39	4	31
58	6,981	15	787	145	1	143	69	6	49	26	1	20	30	5	22
59	6,501	9	772	168	0	167	72	4	52	19	0	17	28	1	25
60	6,124	7	710	140	1	137	58	2	44	23	0	18	26	3	21
61	5,875	8	688	149	2	147	49	2	31	17	1	13	32	5	26
62	5,353	8	572	135	1	132	44	2	26	10	0	10	20	5	13
63	5,034	6	556	103	0	103	53	2	37	13	0	11	21	3	17
64	4,659	7	548	139	1	138	41	3	27	14	2	10	20	2	15
65	4,371	5	490	96	2	94	38	1	28	13	0	13	10	2	8
66	4,163	6	494	139	0	139	25	1	16	9	0	9	19	1	17
67	3,949	7	466	133	2	131	26	0	18	6	1	3	17	0	17
68	3,862	6	464	148	0	148	32	5	21	7	1	5	13	3	10
69	2,955	6	320	99	1	98	13	0	11	6	0	6	14	2	12
70	2,751	4	335	94	1	93	13	0	12	5	1	1	6	0	5
71	2,636	5	320	88	2	86	17	1	10	4	2	1	9	1	8
72	2,711	10	319	97	1	96	16	0	13	4	0	3	6	1	5
73	2,426	4	291	69	2	67	12	0	8	5	0	5	6	0	6
74	2,080	2	244	84	3	81	9	0	8	3	1	2	8	1	7
75	1,870	6	234	56	0	56	6	0	4	1	0	0	7	2	4
76	1,730	2	210	70	0	69	10	1	8	3	0	3	3	1	2

AGE AND INJURY SEVERITY BY PERSON TYPE (CONTINUED)

AGE	DRIVER			INJURED PASSENGER			MOTORCYCLIST			BICYCLIST			PEDESTRIAN		
	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured
77	1,628	2	188	68	1	66	6	0	6	3	0	3	7	1	6
78	1,486	5	193	72	1	71	1	0	0	2	0	2	5	1	4
79	1,279	5	164	51	0	51	0	0	0	2	0	2	5	1	4
80	1,196	1	140	52	1	51	1	0	1	2	0	1	3	1	2
81	1,096	3	144	57	3	54	1	1	0	1	0	1	7	0	7
82	993	2	138	37	3	34	2	0	0	0	0	0	2	0	1
83	934	3	123	45	1	44	1	0	0	0	0	0	7	0	4
84	892	5	109	30	2	28	1	0	1	0	0	0	4	1	3
85	742	3	104	42	3	39	0	0	0	0	0	0	3	2	1
86	600	4	80	25	0	25	0	0	0	0	0	0	2	1	1
87	542	2	88	21	1	20	0	0	0	0	0	0	4	0	4
88	461	2	56	27	2	25	0	0	0	0	0	0	2	0	2
89	385	2	56	18	1	17	0	0	0	1	0	1	5	1	4
90	255	2	31	17	1	15	0	0	0	0	0	0	1	0	1
91	198	1	26	14	2	12	0	0	0	0	0	0	0	0	0
92	152	1	27	18	5	13	0	0	0	0	0	0	0	0	0
93	107	2	19	8	2	6	0	0	0	0	0	0	0	0	0
94	62	1	8	8	0	8	0	0	0	0	0	0	1	1	0
95	44	0	6	5	1	4	0	0	0	0	0	0	1	0	1
96	19	0	3	5	0	5	0	0	0	0	0	0	0	0	0
97	12	0	6	3	0	3	0	0	0	0	0	0	0	0	0
98	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0
99	16	0	1	2	0	2	0	0	0	0	0	0	0	0	0
100	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
101	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
102	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
104	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
106	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown Age	45,854	0	94	40	0	20	87	0	7	72	0	16	68	0	34
2015 TOTALS	510,074*	593	52,301	18,594*	167	18,336	3,376*	138	2,347	1,897*	33	1,478	2,482*	170	2,041
	*Includes 41,596 drivers with unknown injury severity and 415,584 with no injury			*Includes 91 passengers with unknown injury severity			*Includes 69 motorcyclists with unknown injury severity and 882 with no injury			*Includes 66 bicyclists with unknown injury severity and 320 with no injury			*Includes 56 pedestrians with unknown injury severity and 215 with no injury		

DRIVER AGE 16-20

DRIVER ACTION PRIOR TO CRASH	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Going straight ahead	32,517	57.5	118	79.7	7,434	62.1
Turning left	4,955	8.8	4	2.7	1,295	10.8
Turning right	1,691	3.0	2	1.4	228	1.9
Stopped on roadway	3,616	6.4	5	3.4	736	6.2
In prior crash	68	0.1	0	0.0	11	0.1
Changing lanes	1,812	3.2	1	0.7	209	1.7
Backing	1,074	1.9	0	0.0	36	0.3
Slowing/stopping on roadway	6,357	11.2	5	3.4	1,074	9.0
Slowing/stopping other	85	0.2	0	0.0	14	0.1
Starting up on roadway	1,274	2.3	1	0.7	295	2.5
Starting up other	19	0.0	0	0.0	4	0.0
Entering parking	29	0.1	0	0.0	4	0.0
Leaving parking	163	0.3	0	0.0	21	0.2
Entering roadway	939	1.7	2	1.4	202	1.7
Leaving roadway	92	0.2	1	0.7	20	0.2
Making U-turn	115	0.2	0	0.0	26	0.2
Overtaking or passing	385	0.7	2	1.4	60	0.5
Avoiding object	90	0.2	0	0.0	28	0.2
Avoiding animal	165	0.3	1	0.7	44	0.4
Avoiding pedestrian	14	0.0	2	1.4	3	0.0
Avoiding vehicle (front/back)	541	1.0	1	0.7	122	1.0
Avoiding vehicle (angle)	166	0.3	0	0.0	36	0.3
Driverless moving	8	0.0	0	0.0	3	0.0
Parked	135	0.2	1	0.7	16	0.1
Crossing at intersection	3	0.0	0	0.0	0	0.0
Crossing not at intersection	1	0.0	0	0.0	0	0.0
Getting on/off vehicle	0	0.0	0	0.0	0	0.0
In roadway with traffic	0	0.0	0	0.0	0	0.0
In roadway against traffic	0	0.0	0	0.0	0	0.0
Standing/lying in roadway	0	0.0	0	0.0	0	0.0
Pushing/working on vehicle	0	0.0	0	0.0	0	0.0
Other working in roadway	0	0.0	0	0.0	0	0.0
Playing in roadway	0	0.0	0	0.0	0	0.0
In roadway other reason	2	0.0	0	0.0	0	0.0
Not in roadway	1	0.0	0	0.0	0	0.0
Other	54	0.1	0	0.0	13	0.1
Unknown	173	0.3	2	1.4	28	0.2
TOTAL	56,544	100.0	148	100.0	11,962	100.0

DRIVER AGE 16-20 (CONTINUED)

MOST HARMFUL EVENT IN A NONCOLLISION	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Loss of control	322	0.6	0	0.0	90	0.8
Cross center/median	47	0.1	0	0.0	16	0.1
Ran off road left	140	0.2	0	0.0	27	0.2
Ran off road right	218	0.4	1	0.7	39	0.3
Re-enter road	7	0.0	0	0.0	5	0.0
Overturn	1,411	2.5	9	6.1	654	5.5
Separation of units	16	0.0	0	0.0	4	0.0
Fire/explosion	32	0.1	0	0.0	7	0.1
Immersion	5	0.0	0	0.0	2	0.0
Jackknife	5	0.0	0	0.0	0	0.0
Downhill runaway	1	0.0	0	0.0	0	0.0
Cargo loss/shift	21	0.0	0	0.0	3	0.0
Individual fell off	50	0.1	2	1.4	42	0.4
Other noncollision	110	0.2	0	0.0	26	0.2
SUBTOTAL	2,385	4.2	12	8.1	915	7.6

For drivers age 16-20, an overturn is the most harmful event in a noncollision with the highest proportion of all crashes (2.5%), fatal crashes (6.1%), and injury crashes (5.5%).

MOST HARMFUL EVENT IN A COLLISION WITH A NONFIXED OBJECT	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Pedestrian	127	0.2	19	12.8	96	0.8
Bicyclist	116	0.2	5	3.4	90	0.8
Motor vehicle in transport	42,235	74.7	81	54.7	9,087	76.0
Parked motor vehicle	1,297	2.3	1	0.7	131	1.1
Railway train	5	0.0	0	0.0	5	0.0
Animal	2,932	5.2	0	0.0	50	0.4
Other nonfixed objects	310	0.5	0	0.0	40	0.3
SUBTOTAL	47,022	83.2	106	71.6	9,499	79.4

DRIVER AGE 16-20 (CONTINUED)

MOST HARMFUL EVENT IN A COLLISION WITH A FIXED OBJECT	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Bridge/pier/abutment	53	0.1	2	1.4	12	0.1
Bridge parapet end*	---	---	---	---	---	---
Bridge rail	61	0.1	0	0.0	15	0.1
Guardrail face	472	0.8	1	0.7	81	0.7
Guardrail end	77	0.1	0	0.0	13	0.1
Median barrier	723	1.3	1	0.7	154	1.3
Highway traffic sign post	416	0.7	0	0.0	26	0.2
Highway signal post	38	0.1	0	0.0	2	0.0
Luminaire/light support*	609	1.1	5	3.4	163	1.4
Utility pole*	---	---	---	---	---	---
Other pole	141	0.2	0	0.0	18	0.2
Culvert	89	0.2	0	0.0	30	0.3
Curb	245	0.4	0	0.0	26	0.2
Ditch	1,165	2.1	1	0.7	230	1.9
Embankment	244	0.4	0	0.0	64	0.5
Fence	145	0.3	0	0.0	17	0.1
Mailbox	275	0.5	0	0.0	16	0.1
Tree	1,762	3.1	19	12.8	550	4.6
Rail crossing signal	12	0.0	0	0.0	2	0.0
Building	82	0.1	0	0.0	31	0.3
Traffic island	9	0.0	0	0.0	0	0.0
Fire hydrant	87	0.2	0	0.0	8	0.1
Impact attenuator	6	0.0	0	0.0	1	0.0
Other fixed object	357	0.6	0	0.0	77	0.6
SUBTOTAL	7,068	12.5	29	19.6	1,536	12.8

For drivers age 16-20, a tree is the fixed object associated with the highest proportion of all crashes (3.1%), fatal crashes (12.8%), and injury crashes (4.6%).

	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Unknown Event	69	0.1	1	0.7	12	0.1
MOST HARMFUL EVENT TOTAL	56,544	100.0	148	100.0	11,962	100.0

*Data not available for 2015. For a complete list of changes, see Data Elements with Changes for 2015 Data.

DRIVER AGE 16-20 (CONTINUED)

CRASH TYPE	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Single Vehicle	12,047	21.3	51	34.5	2,422	20.2
Head On	750	1.3	19	12.8	331	2.8
Head On - Left Turn	1,916	3.4	5	3.4	760	6.4
Angle	11,599	20.5	35	23.6	3,162	26.4
Rear End	19,966	35.3	11	7.4	3,895	32.6
Rear End - Left Turn	800	1.4	0	0.0	205	1.7
Rear End - Right Turn	603	1.1	0	0.0	78	0.7
Sideswipe - Same Direction	5,518	9.8	3	2.0	501	4.2
Sideswipe - Opposite Direction	936	1.7	5	3.4	150	1.3
Other/Unknown	2,409	4.3	19	12.8	458	3.8
TOTAL	56,544	100.0	148	100.0	11,962	100.0

Based on crash type, drivers age 16-20 are involved in the largest proportion of rear end crashes for all crashes (35.3%) and injury crashes (32.6%). For fatal crashes, the largest proportion of drivers are involved in single vehicle crashes (34.5%).

RELATIONSHIP TO ROADWAY (LOCATION OF FIRST IMPACT)	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
On Road	48,989	86.6	113	76.4	10,132	84.7
Median	393	0.7	0	0.0	94	0.8
Shoulder	2,160	3.8	7	4.7	499	4.2
Outside of Shoulder/Curb	4,226	7.5	25	16.9	1,056	8.8
Gore	225	0.4	0	0.0	58	0.5
Other/Unknown	551	1.0	3	2.0	123	1.0
TOTAL	56,544	100.0	148	100.0	11,962	100.0

Other than on the road crashes, drivers age 16-20 have the highest proportion where the first impact is outside the shoulder/curb for all crashes (7.5%), fatal crashes (16.9%), and injury crashes (8.8%).

ROADWAY TYPE	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Interstate Routes	5,963	10.5	14	9.5	1,189	9.9
U.S. & Michigan Roads	16,221	28.7	44	29.7	3,488	29.2
County & City Roads	34,360	60.8	90	60.8	7,285	60.9
TOTAL	56,544	100.0	148	100.0	11,962	100.0

DRIVER AGE 16-20 (CONTINUED)

TIME OF DAY	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
12:00 AM - 02:59 AM	2,136	3.8	18	12.2	506	4.2
03:00 AM - 05:59 AM	1,083	1.9	6	4.1	263	2.2
06:00 AM - 08:59 AM	6,322	11.2	18	12.2	1,203	10.1
09:00 AM - 11:59 AM	6,047	10.7	10	6.8	1,261	10.5
12:00 PM - 02:59 PM	10,821	19.1	20	13.5	2,321	19.4
03:00 PM - 05:59 PM	15,911	28.1	28	18.9	3,384	28.3
06:00 PM - 08:59 PM	8,746	15.5	20	13.5	1,827	15.3
09:00 PM - 11:59 PM	5,459	9.7	28	18.9	1,193	10.0
Unknown	19	0.0	0	0.0	4	0.0
TOTAL	56,544	100.0	148	100.0	11,962	100.0

For drivers age 16-20, the 3:00 - 5:59 PM time period is the highest proportion of all crashes (28.1%) and injury crashes (28.3%). The 3:00 - 5:59 PM and 9:00 - 11:59 PM time periods share the highest proportion of drivers in fatal crashes (18.9%).

HAZARDOUS ACTION	ALL CRASHES		FATAL CRASHES		INJURY CRASHES		HAZARDOUS CITATION ISSUED	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
None	19,202	34.0	45	30.4	3,586	30.0	117	0.6
Speed too fast	6,406	11.3	33	22.3	1,399	11.7	2,462	12.6
Speed too slow	57	0.1	0	0.0	12	0.1	22	0.1
Failed to yield	7,005	12.4	11	7.4	1,806	15.1	4,355	22.2
Disregard traffic control	1,500	2.7	8	5.4	613	5.1	974	5.0
Drove wrong way	42	0.1	0	0.0	15	0.1	16	0.1
Drove left of center	287	0.5	10	6.8	112	0.9	144	0.7
Improper passing	287	0.5	1	0.7	33	0.3	132	0.7
Improper lane use	1,257	2.2	1	0.7	147	1.2	650	3.3
Improper turn	610	1.1	1	0.7	106	0.9	311	1.6
Improper/no signal	83	0.1	0	0.0	12	0.1	33	0.2
Improper backing	821	1.5	0	0.0	24	0.2	288	1.5
Unable to stop in assured clear distance	13,259	23.4	3	2.0	2,534	21.2	7,824	39.9
Reckless driving	335	0.6	4	2.7	152	1.3	172	0.9
Careless/negligent driving	2,355	4.2	14	9.5	739	6.2	1,376	7.0
Other	2,073	3.7	9	6.1	453	3.8	672	3.4
Unknown	965	1.7	8	5.4	219	1.8	40	0.2
TOTAL	56,544	100.0	148	100.0	11,962	100.0	19,588	100.0

After no hazardous action, the second highest hazardous action category for drivers age 16-20 for all crashes (23.4%) and injury crashes (21.2%) occurs when the driver is unable to stop in an assured clear distance. For drivers in fatal crashes, the second highest category is speed too fast (22.3%).

DRIVER AGE 16-20 (CONTINUED)

DAY OF WEEK	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Monday	7,948	14.1	11	7.4	1,677	14.0
Tuesday	8,393	14.8	13	8.8	1,709	14.3
Wednesday	8,949	15.8	22	14.9	1,828	15.3
Thursday	8,413	14.9	17	11.5	1,778	14.9
Friday	9,455	16.7	27	18.2	2,034	17.0
Saturday	7,705	13.6	32	21.6	1,672	14.0
Sunday	5,681	10.0	26	17.6	1,264	10.6
TOTAL	56,544	100.0	148	100.0	11,962	100.0

DRIVER GENDER	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Male	30,508	54.0	96	64.9	6,356	53.1
Female	26,026	46.0	52	35.1	5,606	46.9
Unknown	10	0.0	0	0.0	0	0.0
TOTAL	56,544	100.0	148	100.0	11,962	100.0

For drivers age 16-20, male drivers (64.9%) account for almost two times that of female drivers (35.1%) in fatal crashes.

NUMBER OF OCCUPANTS	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
1 occupant	41,673	73.7	73	49.3	8,008	66.9
2 occupants	10,695	18.9	44	29.7	2,703	22.6
3 occupants	2,670	4.7	16	10.8	793	6.6
4 occupants	946	1.7	8	5.4	300	2.5
5 occupants	253	0.4	3	2.0	97	0.8
6 + occupants	79	0.1	3	2.0	33	0.3
0 occupants	86	0.2	1	0.7	7	0.1
Unknown	142	0.3	0	0.0	21	0.2
TOTAL	56,544	100.0	148	100.0	11,962	100.0

DRIVER AGE 16-20 (CONTINUED)

VEHICLE TYPE	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Passenger Car and Station Wagon	49,242	87.1	124	83.8	10,206	85.3
Van and Motorhome	976	1.7	1	0.7	201	1.7
Pickup	5,281	9.3	14	9.5	1,148	9.6
Small Truck (under 10,000 lbs.)	512	0.9	2	1.4	104	0.9
Motorcycle	179	0.3	5	3.4	134	1.1
Moped	96	0.2	0	0.0	72	0.6
Go Cart	4	0.0	0	0.0	4	0.0
Snowmobile	14	0.0	0	0.0	11	0.1
Off Road Vehicle	48	0.1	2	1.4	42	0.4
Other	79	0.1	0	0.0	20	0.2
Unknown	30	0.1	0	0.0	6	0.1
CDL Truck/Bus (breakdown below)	83	0.1	0	0.0	14	0.1
TOTAL NUMBER OF DRIVERS	56,544	100.0	148	100.0	11,962	100.0

CDL TRUCK/BUS SUB-CATEGORY TYPE	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Commercial Vehicle: Group A*	26	31.3	0	0.0	4	28.6
Commercial Vehicle: Group B**	18	21.7	0	0.0	3	21.4
Commercial Vehicle: Group C***	7	8.4	0	0.0	1	7.1
Other Truck	24	28.9	0	0.0	6	42.9
Unknown Truck	8	9.6	0	0.0	0	0.0
TOTAL NUMBER OF DRIVERS	83	100.0	0	0.0	14	100.0

* Group "A" is any vehicle that is towing a vehicle or trailer that has a gross vehicle weight rating (GVWR) over 10,000 lbs.

** Group "B" is any single vehicle (including buses) with a GVWR of 26,001 lbs. or more. This would include a combination of vehicles with a combined GVWR over 26,000 lbs. when towing a trailer that has a GVWR of 10,000 lbs. or less.

*** Group "C" is any single vehicle with a GVWR of less than 26,001 lbs. or a combination of vehicles having a combined GVWR under 26,001 lbs. when the vehicle is required to display placards for hazardous material or designed to carry 16 passengers (including driver). Group "C" is also any vehicle carrying 15 or less people (including driver) transporting children to or from school and home on a regular basis for compensation.

DRIVER AGE 21-64

DRIVER ACTION PRIOR TO CRASH	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Going straight ahead	199,856	55.8	841	77.5	40,695	56.2
Turning left	23,148	6.5	45	4.1	5,862	8.1
Turning right	9,888	2.8	10	0.9	1,427	2.0
Stopped on roadway	43,173	12.1	54	5.0	9,968	13.8
In prior crash	331	0.1	1	0.1	114	0.2
Changing lanes	9,732	2.7	20	1.8	1,179	1.6
Backing	7,276	2.0	1	0.1	293	0.4
Slowing/stopping on roadway	40,011	11.2	37	3.4	7,785	10.8
Slowing/stopping other	584	0.2	0	0.0	115	0.2
Starting up on roadway	6,928	1.9	13	1.2	1,472	2.0
Starting up other	101	0.0	0	0.0	20	0.0
Entering parking	301	0.1	0	0.0	27	0.0
Leaving parking	807	0.2	1	0.1	131	0.2
Entering roadway	3,920	1.1	5	0.5	820	1.1
Leaving roadway	512	0.1	6	0.6	161	0.2
Making U-turn	631	0.2	1	0.1	160	0.2
Overtaking or passing	1,996	0.6	13	1.2	379	0.5
Avoiding object	410	0.1	0	0.0	94	0.1
Avoiding animal	648	0.2	0	0.0	170	0.2
Avoiding pedestrian	68	0.0	2	0.2	23	0.0
Avoiding vehicle (front/back)	2,787	0.8	19	1.8	646	0.9
Avoiding vehicle (angle)	1,231	0.3	2	0.2	283	0.4
Driverless moving	65	0.0	0	0.0	7	0.0
Parked	2,234	0.6	5	0.5	243	0.3
Crossing at intersection	14	0.0	0	0.0	5	0.0
Crossing not at intersection	2	0.0	0	0.0	1	0.0
Getting on/off vehicle	0	0.0	0	0.0	0	0.0
In roadway with traffic	4	0.0	0	0.0	0	0.0
In roadway against traffic	3	0.0	0	0.0	1	0.0
Standing/lying in roadway	2	0.0	0	0.0	1	0.0
Pushing/working on vehicle	0	0.0	0	0.0	0	0.0
Other working in roadway	1	0.0	0	0.0	0	0.0
Playing in roadway	0	0.0	0	0.0	0	0.0
In roadway other reason	4	0.0	0	0.0	0	0.0
Not in roadway	23	0.0	0	0.0	11	0.0
Other	272	0.1	2	0.2	62	0.1
Unknown	1,287	0.4	7	0.6	211	0.3
TOTAL	358,250	100.0	1,085	100.0	72,366	100.0

DRIVER AGE 21-64 (CONTINUED)

MOST HARMFUL EVENT IN A NONCOLLISION	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Loss of control	1,394	0.4	2	0.2	439	0.6
Cross center/median	226	0.1	0	0.0	64	0.1
Ran off road left	532	0.1	3	0.3	108	0.1
Ran off road right	1,005	0.3	2	0.2	221	0.3
Re-enter road	55	0.0	0	0.0	11	0.0
Overturn	4,259	1.2	61	5.6	2,072	2.9
Separation of units	113	0.0	0	0.0	25	0.0
Fire/explosion	295	0.1	8	0.7	35	0.0
Immersion	27	0.0	0	0.0	3	0.0
Jackknife	167	0.0	0	0.0	13	0.0
Downhill runaway	14	0.0	0	0.0	6	0.0
Cargo loss/shift	296	0.1	0	0.0	22	0.0
Individual fell off	285	0.1	15	1.4	243	0.3
Other noncollision	1,144	0.3	3	0.3	204	0.3
SUBTOTAL	9,812	2.7	94	8.7	3,466	4.8

For drivers age 21-64, an overturn is the most harmful event in a noncollision with the highest proportion of all crashes (1.2%), fatal crashes (5.6%), and injury crashes (2.9%)

MOST HARMFUL EVENT IN A COLLISION WITH A NONFIXED OBJECT	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Pedestrian	1,154	0.3	114	10.5	931	1.3
Bicyclist	1,018	0.3	28	2.6	791	1.1
Motor vehicle in transport	266,810	74.5	667	61.5	59,090	81.7
Parked motor vehicle	7,541	2.1	10	0.9	806	1.1
Railway train	25	0.0	1	0.1	5	0.0
Animal	39,855	11.1	4	0.4	668	0.9
Other nonfixed objects	3,596	1.0	9	0.8	253	0.3
SUBTOTAL	319,999	89.3	833	76.8	62,544	86.4

DRIVER AGE 21-64 (CONTINUED)

MOST HARMFUL EVENT IN A COLLISION WITH A FIXED OBJECT	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Bridge/pier/abutment	357	0.1	5	0.5	80	0.1
Bridge parapet end*	---	---	---	---	---	---
Bridge rail	320	0.1	1	0.1	49	0.1
Guardrail face	2,387	0.7	7	0.6	408	0.6
Guardrail end	405	0.1	3	0.3	100	0.1
Median barrier	3,534	1.0	2	0.2	838	1.2
Highway traffic sign post	1,618	0.5	4	0.4	118	0.2
Highway signal post	159	0.0	0	0.0	17	0.0
Luminaire/light support*	2,469	0.7	18	1.7	745	1.0
Utility pole*	---	---	---	---	---	---
Other pole	632	0.2	3	0.3	95	0.1
Culvert	343	0.1	4	0.4	111	0.2
Curb	1,000	0.3	5	0.5	148	0.2
Ditch	3,922	1.1	8	0.7	774	1.1
Embankment	864	0.2	7	0.6	227	0.3
Fence	563	0.2	2	0.2	88	0.1
Mailbox	1,054	0.3	1	0.1	59	0.1
Tree	5,794	1.6	73	6.7	1,837	2.5
Rail crossing signal	60	0.0	0	0.0	10	0.0
Building	386	0.1	9	0.8	164	0.2
Traffic island	39	0.0	0	0.0	6	0.0
Fire hydrant	310	0.1	1	0.1	48	0.1
Impact attenuator	48	0.0	0	0.0	15	0.0
Other fixed object	1,792	0.5	5	0.5	357	0.5
SUBTOTAL	28,056	7.8	158	14.6	6,294	8.7

For drivers age 21-64, a tree is the fixed object associated with the highest proportion of all crashes (1.6%), fatal crashes (6.7%), and injury crashes (2.5%).

	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Unknown Event	383	0.1	0	0.0	62	0.1
MOST HARMFUL EVENT TOTAL	358,250	100.0	1,085	100.0	72,366	100.0

*Data not available for 2015. For a complete list of changes, see Data Elements with Changes for 2015 Data.

DRIVER AGE 21-64 (CONTINUED)

CRASH TYPE	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Single Vehicle	76,530	21.4	343	31.6	10,303	14.2
Head On	4,592	1.3	170	15.7	2,125	2.9
Head On - Left Turn	9,732	2.7	46	4.2	3,984	5.5
Angle	64,445	18.0	202	18.6	18,036	24.9
Rear End	123,722	34.5	138	12.7	27,308	37.7
Rear End - Left Turn	4,384	1.2	9	0.8	1,049	1.4
Rear End - Right Turn	4,709	1.3	0	0.0	658	0.9
Sideswipe - Same Direction	43,555	12.2	32	2.9	4,078	5.6
Sideswipe - Opposite Direction	7,169	2.0	25	2.3	1,232	1.7
Other/Unknown	19,412	5.4	120	11.1	3,593	5.0
TOTAL	358,250	100.0	1,085	100.0	72,366	100.0

Based on crash type, drivers age 21-64 are involved in the largest proportion of rear end crashes for all crashes (34.5%) and for injury crashes (37.7%). The single vehicle type has the largest proportion of drivers in fatal crashes (31.6%).

RELATIONSHIP TO ROADWAY (LOCATION OF FIRST IMPACT)	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
On Road	328,746	91.8	824	75.9	65,491	90.5
Median	1,999	0.6	13	1.2	439	0.6
Shoulder	9,076	2.5	52	4.8	1,846	2.6
Outside of Shoulder/Curb	14,789	4.1	118	10.9	3,766	5.2
Gore	868	0.2	10	0.9	220	0.3
Other/Unknown	2,772	0.8	68	6.3	604	0.8
TOTAL	358,250	100.0	1,085	100.0	72,366	100.0

Other than on the road crashes, drivers age 21-64 have the highest proportion where the location of first impact is outside the shoulder/curb for all crashes (4.1%), fatal crashes (10.9%), and injury crashes (5.2%).

ROADWAY TYPE	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Interstate Routes	50,974	14.2	189	17.4	10,028	13.9
U.S. & Michigan Roads	110,456	30.8	331	30.5	22,543	31.2
County & City Roads	196,820	54.9	565	52.1	39,795	55.0
TOTAL	358,250	100.0	1,085	100.0	72,366	100.0

DRIVER AGE 21-64 (CONTINUED)

TIME OF DAY	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
12:00 AM - 02:59 AM	12,250	3.4	107	9.9	2,882	4.0
03:00 AM - 05:59 AM	11,860	3.3	83	7.6	1,920	2.7
06:00 AM - 08:59 AM	53,542	14.9	111	10.2	9,151	12.6
09:00 AM - 11:59 AM	45,393	12.7	127	11.7	9,356	12.9
12:00 PM - 02:59 PM	62,487	17.4	140	12.9	13,639	18.8
03:00 PM - 05:59 PM	94,970	26.5	198	18.2	20,084	27.8
06:00 PM - 08:59 PM	51,852	14.5	153	14.1	10,286	14.2
09:00 PM - 11:59 PM	25,774	7.2	164	15.1	5,034	7.0
Unknown	122	0.0	2	0.2	14	0.0
TOTAL	358,250	100.0	1,085	100.0	72,366	100.0

For drivers age 21-64, the 3:00 - 5:59 PM time period has the highest proportion of all crashes (26.5%), fatal crashes (18.2%), and injury crashes (27.8%).

HAZARDOUS ACTION	ALL CRASHES		FATAL CRASHES		INJURY CRASHES		HAZARDOUS CITATION ISSUED	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
None	200,628	56.0	470	43.3	37,083	51.2	576	0.8
Speed too fast	21,046	5.9	145	13.4	4,678	6.5	6,780	9.4
Speed too slow	262	0.1	4	0.4	59	0.1	51	0.1
Failed to yield	28,105	7.8	50	4.6	7,110	9.8	16,030	22.2
Disregard traffic control	6,751	1.9	35	3.2	2,679	3.7	3,986	5.5
Drove wrong way	289	0.1	2	0.2	88	0.1	108	0.1
Drove left of center	1,611	0.4	42	3.9	533	0.7	666	0.9
Improper passing	1,620	0.5	6	0.6	238	0.3	626	0.9
Improper lane use	7,450	2.1	8	0.7	820	1.1	3,307	4.6
Improper turn	3,362	0.9	5	0.5	532	0.7	1,483	2.1
Improper/no signal	546	0.2	1	0.1	91	0.1	147	0.2
Improper backing	5,372	1.5	1	0.1	171	0.2	1,727	2.4
Unable to stop in assured clear distance	50,796	14.2	49	4.5	10,371	14.3	27,705	38.4
Reckless driving	1,800	0.5	41	3.8	732	1.0	749	1.0
Careless/negligent driving	9,066	2.5	72	6.6	2,858	3.9	4,748	6.6
Other	12,010	3.4	60	5.5	2,573	3.6	3,266	4.5
Unknown	7,536	2.1	94	8.7	1,750	2.4	230	0.3
TOTAL	358,250	100.0	1,085	100.0	72,366	100.0	72,185	100.0

After no hazardous action, the second highest hazardous action category for drivers age 21-64 for all crashes (14.2%) and injury crashes (14.3%) occurs when the driver is unable to stop in an assured clear distance. For drivers in fatal crashes, the second highest category is speed too fast (13.4%).

DRIVER AGE 21-64 (CONTINUED)

DAY OF WEEK	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Monday	53,095	14.8	126	11.6	10,426	14.4
Tuesday	55,682	15.5	129	11.9	11,030	15.2
Wednesday	57,593	16.1	142	13.1	11,335	15.7
Thursday	55,225	15.4	133	12.3	11,084	15.3
Friday	59,787	16.7	223	20.6	12,085	16.7
Saturday	44,459	12.4	184	17.0	9,417	13.0
Sunday	32,409	9.0	148	13.6	6,989	9.7
TOTAL	358,250	100.0	1,085	100.0	72,366	100.0

DRIVER GENDER	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Male	197,636	55.2	812	74.8	38,605	53.3
Female	160,518	44.8	273	25.2	33,752	46.6
Unknown	96	0.0	0	0.0	9	0.0
TOTAL	358,250	100.0	1,085	100.0	72,366	100.0

For drivers age 21-64, male drivers (74.8%) account for almost three times that of female drivers (25.2%) in fatal crashes.

NUMBER OF OCCUPANTS	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
1 occupant	281,642	78.6	781	72.0	52,118	72.0
2 occupants	50,877	14.2	189	17.4	13,054	18.0
3 occupants	14,218	4.0	65	6.0	4,137	5.7
4 occupants	5,882	1.6	31	2.9	1,816	2.5
5 occupants	1,975	0.6	12	1.1	610	0.8
6 + occupants	1,444	0.4	6	0.6	420	0.6
0 occupants	1,354	0.4	0	0.0	72	0.1
Unknown	858	0.2	1	0.1	139	0.2
TOTAL	358,250	100.0	1,085	100.0	72,366	100.0

DRIVER AGE 21-64 (CONTINUED)

VEHICLE TYPE	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Passenger Car and Station Wagon	281,410	78.6	628	57.9	56,517	78.1
Van and Motorhome	14,362	4.0	29	2.7	3,074	4.2
Pickup	41,836	11.7	169	15.6	7,278	10.1
Small Truck (under 10,000 lbs.)	4,668	1.3	11	1.0	917	1.3
Motorcycle	2,596	0.7	125	11.5	1,882	2.6
Moped	275	0.1	2	0.2	222	0.3
Go Cart	17	0.0	0	0.0	8	0.0
Snowmobile	100	0.0	1	0.1	65	0.1
Off Road Vehicle	165	0.0	8	0.7	135	0.2
Other	1,386	0.4	5	0.5	237	0.3
Unknown	199	0.1	1	0.1	26	0.0
CDL Truck/Bus (breakdown below)	11,236	3.1	106	9.8	2,005	2.8
TOTAL NUMBER OF DRIVERS	358,250	100.0	1,085	100.0	72,366	100.0

CDL TRUCK/BUS SUB-CATEGORY TYPE	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Commercial Vehicle: Group A*	6,629	59.0	34	32.1	1,124	56.1
Commercial Vehicle: Group B**	2,483	22.1	14	13.2	477	23.8
Commercial Vehicle: Group C***	284	2.5	0	0.0	40	2.0
Other Truck	999	8.9	7	6.6	219	10.9
Unknown Truck	841	7.5	51	48.1	145	7.2
TOTAL NUMBER OF DRIVERS	11,236	100.0	106	100.0	2,005	100.0

- * Group "A" is any vehicle that is towing a vehicle or trailer that has a gross vehicle weight rating (GVWR) over 10,000 lbs.
- ** Group "B" is any single vehicle (including buses) with a GVWR of 26,001 lbs. or more. This would include a combination of vehicles with a combined GVWR over 26,000 lbs. when towing a trailer that has a GVWR of 10,000 lbs. or less.
- *** Group "C" is any single vehicle with a GVWR of less than 26,001 lbs. or a combination of vehicles having a combined GVWR under 26,001 lbs. when the vehicle is required to display placards for hazardous material or designed to carry 16 passengers (including driver). Group "C" is also any vehicle carrying 15 or less people (including driver) transporting children to or from school and home on a regular basis for compensation.

DRIVER AGE 65 AND OVER

DRIVER ACTION PRIOR TO CRASH	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Going straight ahead	24,760	50.9	122	67.8	5,336	51.9
Turning left	5,021	10.3	17	9.4	1,451	14.1
Turning right	1,926	4.0	3	1.7	280	2.7
Stopped on roadway	5,459	11.2	6	3.3	1,304	12.7
In prior crash	24	0.0	0	0.0	7	0.1
Changing lanes	1,767	3.6	5	2.8	136	1.3
Backing	1,507	3.1	3	1.7	45	0.4
Slowing/stopping on roadway	4,266	8.8	4	2.2	920	8.9
Slowing/stopping other	66	0.1	0	0.0	18	0.2
Starting up on roadway	1,233	2.5	10	5.6	305	3.0
Starting up other	18	0.0	0	0.0	4	0.0
Entering parking	91	0.2	0	0.0	15	0.1
Leaving parking	191	0.4	0	0.0	35	0.3
Entering roadway	976	2.0	3	1.7	203	2.0
Leaving roadway	62	0.1	2	1.1	20	0.2
Making U-turn	138	0.3	0	0.0	25	0.2
Overtaking or passing	253	0.5	0	0.0	27	0.3
Avoiding object	37	0.1	0	0.0	9	0.1
Avoiding animal	42	0.1	0	0.0	5	0.0
Avoiding pedestrian	13	0.0	0	0.0	4	0.0
Avoiding vehicle (front/back)	212	0.4	4	2.2	56	0.5
Avoiding vehicle (angle)	111	0.2	0	0.0	30	0.3
Driverless moving	12	0.0	0	0.0	7	0.1
Parked	247	0.5	0	0.0	27	0.3
Crossing at intersection	2	0.0	0	0.0	1	0.0
Crossing not at intersection	3	0.0	0	0.0	2	0.0
Getting on/off vehicle	0	0.0	0	0.0	0	0.0
In roadway with traffic	1	0.0	0	0.0	0	0.0
In roadway against traffic	0	0.0	0	0.0	0	0.0
Standing/lying in roadway	0	0.0	0	0.0	0	0.0
Pushing/working on vehicle	0	0.0	0	0.0	0	0.0
Other working in roadway	0	0.0	0	0.0	0	0.0
Playing in roadway	0	0.0	0	0.0	0	0.0
In roadway other reason	0	0.0	0	0.0	0	0.0
Not in roadway	1	0.0	0	0.0	1	0.0
Other	37	0.1	0	0.0	5	0.0
Unknown	139	0.3	1	0.6	13	0.1
TOTAL	48,615	100.0	180	100.0	10,291	100.0

DRIVER AGE 65 AND OVER (CONTINUED)

MOST HARMFUL EVENT IN A NONCOLLISION	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Loss of control	95	0.2	0	0.0	26	0.3
Cross center/median	36	0.1	0	0.0	11	0.1
Ran off road left	58	0.1	0	0.0	17	0.2
Ran off road right	103	0.2	2	1.1	18	0.2
Re-enter road	7	0.0	0	0.0	0	0.0
Overturn	273	0.6	8	4.4	159	1.5
Separation of units	15	0.0	0	0.0	3	0.0
Fire/explosion	19	0.0	1	0.6	2	0.0
Immersion	2	0.0	0	0.0	1	0.0
Jackknife	20	0.0	0	0.0	3	0.0
Downhill runaway	2	0.0	0	0.0	0	0.0
Cargo loss/shift	27	0.1	0	0.0	3	0.0
Individual fell off	35	0.1	3	1.7	29	0.3
Other noncollision	165	0.3	1	0.6	30	0.3
SUBTOTAL	857	1.8	15	8.3	302	2.9

For drivers age 65 and over, an overturn is the most harmful event in a noncollision with the highest proportion of drivers in all crashes (0.6%), fatal crashes (4.4%), and injury crashes (1.5%).

MOST HARMFUL EVENT IN A COLLISION WITH A NONFIXED OBJECT	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Pedestrian	239	0.5	17	9.4	198	1.9
Bicyclist	198	0.4	1	0.6	161	1.6
Motor vehicle in transport	37,719	77.6	115	63.9	8,683	84.4
Parked motor vehicle	1,295	2.7	1	0.6	121	1.2
Railway train	5	0.0	0	0.0	2	0.0
Animal	5,015	10.3	1	0.6	81	0.8
Other nonfixed objects	453	0.9	2	1.1	31	0.3
SUBTOTAL	44,924	92.4	137	76.1	9,277	90.1

DRIVER AGE 65 AND OVER (CONTINUED)

MOST HARMFUL EVENT IN A COLLISION WITH A FIXED OBJECT	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Bridge/pier/abutment	18	0.0	0	0.0	5	0.0
Bridge parapet end*	---	---	---	---	---	---
Bridge rail	36	0.1	0	0.0	7	0.1
Guardrail face	192	0.4	0	0.0	43	0.4
Guardrail end	37	0.1	0	0.0	7	0.1
Median barrier	227	0.5	1	0.6	60	0.6
Highway traffic sign post	209	0.4	0	0.0	11	0.1
Highway signal post	13	0.0	0	0.0	1	0.0
Luminaire/light support*	257	0.5	4	2.2	77	0.7
Utility pole*	---	---	---	---	---	---
Other pole	79	0.2	1	0.6	18	0.2
Culvert	41	0.1	0	0.0	18	0.2
Curb	98	0.2	0	0.0	16	0.2
Ditch	403	0.8	4	2.2	100	1.0
Embankment	85	0.2	2	1.1	20	0.2
Fence	57	0.1	1	0.6	8	0.1
Mailbox	128	0.3	0	0.0	8	0.1
Tree	591	1.2	14	7.8	230	2.2
Rail crossing signal	8	0.0	0	0.0	2	0.0
Building	54	0.1	1	0.6	22	0.2
Traffic island	6	0.0	0	0.0	1	0.0
Fire hydrant	26	0.1	0	0.0	8	0.1
Impact attenuator	10	0.0	0	0.0	3	0.0
Other fixed object	196	0.4	0	0.0	36	0.3
SUBTOTAL	2,771	5.7	28	15.6	701	6.8

For drivers age 65 and over, a tree is the fixed object associated with the highest proportion of drivers in all crashes (1.2%), fatal crashes (7.8%), and injury crashes (2.2%).

	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Unknown Event	63	0.1	0	0.0	11	0.1
MOST HARMFUL EVENT TOTAL	48,615	100.0	180	100.0	10,291	100.0

*Data not available for 2015. For a complete list of changes, see Data Elements with Changes for 2015 Data.

DRIVER AGE 65 AND OVER (CONTINUED)

CRASH TYPE	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Single Vehicle	8,721	17.9	56	31.1	1,185	11.5
Head On	564	1.2	29	16.1	262	2.5
Head On - Left Turn	1,728	3.6	8	4.4	765	7.4
Angle	11,949	24.6	54	30.0	3,347	32.5
Rear End	13,524	27.8	15	8.3	3,225	31.3
Rear End - Left Turn	660	1.4	1	0.6	163	1.6
Rear End - Right Turn	658	1.4	0	0.0	96	0.9
Sideswipe - Same Direction	6,770	13.9	2	1.1	537	5.2
Sideswipe - Opposite Direction	1,053	2.2	1	0.6	167	1.6
Other/Unknown	2,988	6.1	14	7.8	544	5.3
TOTAL	48,615	100.0	180	100.0	10,291	100.0

Based on crash type, drivers age 65 and over are involved in the largest proportion of rear end crashes for all crashes (27.8%), single vehicle crashes for fatal crashes (31.1%), and angle crashes for injury crashes (32.5%).

RELATIONSHIP TO ROADWAY (LOCATION OF FIRST IMPACT)	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
On Road	45,466	93.5	141	78.3	9,490	92.2
Median	172	0.4	3	1.7	41	0.4
Shoulder	975	2.0	7	3.9	216	2.1
Outside of Shoulder/Curb	1,544	3.2	28	15.6	439	4.3
Gore	93	0.2	0	0.0	26	0.3
Other/Unknown	365	0.8	1	0.6	79	0.8
TOTAL	48,615	100.0	180	100.0	10,291	100.0

Other than on the road crashes, drivers age 65 and over have the highest proportion where the first impact is outside the shoulder/curb for all crashes (3.2%), fatal crashes (15.6%), and injury crashes (4.3%).

ROADWAY TYPE	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Interstate Routes	4,411	9.1	15	8.3	892	8.7
U.S. & Michigan Roads	15,854	32.6	70	38.9	3,410	33.1
County & City Roads	28,350	58.3	95	52.8	5,989	58.2
TOTAL	48,615	100.0	180	100.0	10,291	100.0

DRIVER AGE 65 AND OVER (CONTINUED)

TIME OF DAY	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
12:00 AM - 02:59 AM	467	1.0	4	2.2	82	0.8
03:00 AM - 05:59 AM	554	1.1	6	3.3	99	1.0
06:00 AM - 08:59 AM	4,049	8.3	14	7.8	729	7.1
09:00 AM - 11:59 AM	9,415	19.4	37	20.6	2,024	19.7
12:00 PM - 02:59 PM	12,631	26.0	50	27.8	2,932	28.5
03:00 PM - 05:59 PM	13,062	26.9	42	23.3	2,897	28.2
06:00 PM - 08:59 PM	6,178	12.7	14	7.8	1,186	11.5
09:00 PM - 11:59 PM	2,246	4.6	12	6.7	340	3.3
Unknown	13	0.0	1	0.6	2	0.0
TOTAL	48,615	100.0	180	100.0	10,291	100.0

For drivers age 65 and over, the 3:00 - 5:59 PM time period has the highest proportion of drivers in all crashes (26.9%). The 12:00 - 2:59 PM time period has the highest proportion of drivers in fatal crashes (27.8%) and injury crashes (28.5%).

HAZARDOUS ACTION	ALL CRASHES		FATAL CRASHES		INJURY CRASHES		HAZARDOUS CITATION ISSUED	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
None	25,653	52.8	68	37.8	5,003	48.6	54	0.6
Speed too fast	1,534	3.2	16	8.9	330	3.2	380	4.0
Speed too slow	38	0.1	1	0.6	7	0.1	10	0.1
Failed to yield	7,222	14.9	32	17.8	1,946	18.9	3,813	39.8
Disregard traffic control	1,240	2.6	14	7.8	475	4.6	727	7.6
Drove wrong way	64	0.1	0	0.0	28	0.3	28	0.3
Drove left of center	278	0.6	4	2.2	101	1.0	107	1.1
Improper passing	246	0.5	1	0.6	25	0.2	78	0.8
Improper lane use	1,573	3.2	3	1.7	133	1.3	623	6.5
Improper turn	796	1.6	0	0.0	125	1.2	327	3.4
Improper/no signal	79	0.2	0	0.0	12	0.1	16	0.2
Improper backing	1,128	2.3	1	0.6	22	0.2	262	2.7
Unable to stop in assured clear distance	4,968	10.2	4	2.2	1,152	11.2	2,359	24.6
Reckless driving	50	0.1	0	0.0	22	0.2	16	0.2
Careless/negligent driving	945	1.9	8	4.4	286	2.8	416	4.3
Other	1,664	3.4	8	4.4	361	3.5	342	3.6
Unknown	1,137	2.3	20	11.1	263	2.6	20	0.2
TOTAL	48,615	100.0	180	100.0	10,291	100.0	9,578	100.0

After no hazardous action, the second highest hazardous action category for drivers age 65 and over for all crashes (14.9%), fatal crashes (17.8%), and injury crashes (18.9%) occurred when the driver failed to yield.

DRIVER AGE 65 AND OVER (CONTINUED)

DAY OF WEEK	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Monday	7,201	14.8	22	12.2	1,514	14.7
Tuesday	7,727	15.9	21	11.7	1,635	15.9
Wednesday	8,163	16.8	34	18.9	1,692	16.4
Thursday	7,434	15.3	28	15.6	1,522	14.8
Friday	8,150	16.8	33	18.3	1,780	17.3
Saturday	5,715	11.8	29	16.1	1,211	11.8
Sunday	4,225	8.7	13	7.2	937	9.1
TOTAL	48,615	100.0	180	100.0	10,291	100.0

DRIVER GENDER	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Male	27,775	57.1	128	71.1	5,696	55.3
Female	20,827	42.8	52	28.9	4,594	44.6
Unknown	13	0.0	0	0.0	1	0.0
TOTAL	48,615	100.0	180	100.0	10,291	100.0

For drivers age 65 and over, male drivers (71.1%) account for almost two and a half times that of female drivers (28.9%) in fatal crashes.

NUMBER OF OCCUPANTS	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
1 occupant	37,912	78.0	126	70.0	7,569	73.5
2 occupants	8,910	18.3	47	26.1	2,253	21.9
3 occupants	989	2.0	3	1.7	278	2.7
4 occupants	375	0.8	4	2.2	113	1.1
5 occupants	82	0.2	0	0.0	23	0.2
6 + occupants	115	0.2	0	0.0	33	0.3
0 occupants	171	0.4	0	0.0	18	0.2
Unknown	61	0.1	0	0.0	4	0.0
TOTAL	48,615	100.0	180	100.0	10,291	100.0

DRIVER AGE 65 AND OVER (CONTINUED)

VEHICLE TYPE	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Passenger Car and Station Wagon	39,670	81.6	126	70.0	8,405	81.7
Van and Motorhome	2,046	4.2	12	6.7	455	4.4
Pickup	5,371	11.0	21	11.7	1,001	9.7
Small Truck (under 10,000 lbs.)	511	1.1	0	0.0	106	1.0
Motorcycle	221	0.5	10	5.6	166	1.6
Moped	23	0.0	1	0.6	21	0.2
Go Cart	1	0.0	0	0.0	1	0.0
Snowmobile	5	0.0	1	0.6	3	0.0
Off Road Vehicle	16	0.0	2	1.1	10	0.1
Other	127	0.3	4	2.2	23	0.2
Unknown	21	0.0	0	0.0	2	0.0
CDL Truck/Bus (breakdown below)	603	1.2	3	1.7	98	1.0
TOTAL NUMBER OF DRIVERS	48,615	100.0	180	100.0	10,291	100.0

CDL TRUCK/BUS SUB-CATEGORY TYPE	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Drivers	% of Total	Number of Drivers	% of Total	Number of Drivers	% of Total
Commercial Vehicle: Group A*	337	55.9	1	33.3	52	53.1
Commercial Vehicle: Group B**	160	26.5	0	0.0	34	34.7
Commercial Vehicle: Group C***	34	5.6	1	33.3	6	6.1
Other Truck	25	4.1	0	0.0	3	3.1
Unknown Truck	47	7.8	1	33.3	3	3.1
TOTAL NUMBER OF DRIVERS	603	100.0	3	100.0	98	100.0

* Group "A" is any vehicle that is towing a vehicle or trailer that has a gross vehicle weight rating (GVWR) over 10,000 lbs.

** Group "B" is any single vehicle (including buses) with a GVWR of 26,001 lbs. or more. This would include a combination of vehicles with a combined GVWR over 26,000 lbs. when towing a trailer that has a GVWR of 10,000 lbs. or less.

*** Group "C" is any single vehicle with a GVWR of less than 26,001 lbs. or a combination of vehicles having a combined GVWR under 26,001 lbs. when the vehicle is required to display placards for hazardous material or designed to carry 16 passengers (including driver). Group "C" is also any vehicle carrying 15 or less people (including driver) transporting children to or from school and home on a regular basis for compensation.