

MTCF

Michigan Traffic
Crash Facts

FACT SHEETS

2018

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2018

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 312,798 crashes, of which 905 (0.3%) were fatal, 55,340 (17.7%) were personal injury, and 256,553 (82.0%) were property damage only. Compared to 2017 this is a 0.7 percent decrease in total crashes, a decrease of 3.4 percent in fatal crashes, a 3.4 percent decrease in personal injury crashes, and a 0.1 percent decrease in property damage crashes.

A total of 974 people were killed as a result of the 905 fatal crashes for an average of 1.1 deaths per fatal crash.

One out of every 10,263 people in Michigan was killed in a traffic crash; one out of every 181 people was injured.

For each person killed, 77.9 people were injured in crashes.

There were 5,586 people who received suspected serious injuries, which prevent normal activities and require hospitalization.

A total of 534,223 motor vehicles were involved in 312,798 reported crashes.

Of the 974 traffic crash deaths, 633 (65.0%) were drivers of vehicles, 175 (18.0%) were passengers in motor vehicles, 145 (14.9%) were pedestrians, and 21 (2.2%) were bicyclists.

Of the 653 drivers and passengers killed where seat belt data was collected, 192 (29.4%) were not wearing seat belts and 354 (54.2%) were wearing seat belts. It is unknown whether 107 (16.4%) of the fatalities were belted.

More male drivers were involved in crashes than female drivers. Of the 272,480 male drivers involved in crashes, 1,026 (0.4%) were involved in fatal crashes. Of the 218,294 female drivers involved in crashes, 426 (0.2%) were involved in fatal crashes.

There were 441 deaths that resulted from 420 single-vehicle fatal crashes.

Of the 875 motor vehicle drivers involved in fatal crashes where a hazardous action occurred, excessive speed was reported by police as the hazardous action for 182 (20.8%) of the drivers.

Of the 905 fatal crashes, 255 (28.2%) occurred at intersections.

Most fatal crashes occurred on dry roadways (74.7%) and in clear weather conditions (62.9%).

The majority of all crashes occurred during daylight (62.0%).

There were 55 (6.1%) fatal crashes during the 9:00-9:59 PM time period, more than any other time period.

The most fatal crashes, 157 (17.3%), occurred on Sunday.

There were 576 crashes, including 12 fatal crashes, associated with a police pursuit situation.

Emergency vehicles were involved in 2,525 crashes and six of the crashes were fatal. There were 1,967 police vehicles, 248 fire vehicles, and 381 ambulances involved in crashes.

A traffic crash was reported every 1 minute and 41 seconds.

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

One person was injured every 6 minutes and 56 seconds in a traffic crash.

The annual vehicle miles traveled was 102,396,814 (thousands) in 2018.

2018

According to 2017 data provided by the Michigan Department of Health and Human Services, the number one cause of unintentional fatal injuries in Michigan for children under the age of one consists of unspecified accidents, while the number one cause for ages 1-14 is motor vehicle crashes.

The 2018 Direct Observation Survey of Child Restraint/Booster Seat Use in Michigan reported child restraint use rates of 98.2% for children age 0-3 and 54.5% for children age 4-7.

A total of 31 children (0-14 years old) were killed in motor vehicle crashes, including one driver age 13 and another driver age 14. The 0-14 age group accounted for 3.2 percent of all traffic deaths.

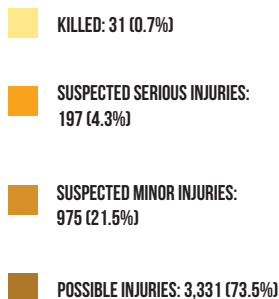
In addition, 4,503 children were injured in motor vehicle crashes.

Restraint usage among drivers and injured passengers age 0-14, as reported to police at the scene of a traffic crash, was 91.4%. The age group with the lowest restraint usage was children under age one (89.4%).

Children accounted for 4.1 percent (6) of the pedestrians killed in Michigan, and 13.2 percent (240) of all pedestrian injuries.

Children under 15 years of age accounted for four (19.0%) of the 21 bicyclist deaths and 182 (15.1%) of all injured bicyclists.

CRASH INJURY SEVERITY IN CHILDREN AGES 0-14



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TEENS/YOUNG ADULTS

AGES 15-20

2018

Inexperience, risk-taking behavior, immaturity, and greater risk exposure are all factors that increase crash risk for young drivers. According to the Centers for Disease Control and Prevention, crashes are the leading cause of death among people age 15-20.

INJURY SEVERITY IN MOTOR VEHICLE CRASHES WITH A DRIVER AGE 15-20

KILLED: 108 (0.7%)

SUSPECTED MINOR INJURIES:
4,072 (26.3%)

SUSPECTED SERIOUS INJURIES:
871 (5.6%)

POSSIBLE INJURIES:
10,414 (67.3%)



There were 514,076 licensed drivers ages 15-20* who represented 7.1 percent of Michigan's driving population. The drivers in this age group represented 10.3 percent (55,053) of drivers in all crashes and 6.6 percent (99) of drivers in fatal crashes.

The 15-20 age group accounted for 7.6 percent (74) of all traffic deaths, and 55.4 percent (41) of those deaths were drivers.

In addition, 9,637 teenagers and young adults were injured in motor vehicle crashes, representing 12.7 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.

The most common hazardous action coded for the 99 drivers age 15-20 who were involved in fatal crashes was speed too fast, with 19.2% (19) of the total.

Weekends accounted for 22.2 percent of crash involvements for drivers age 15-20, compared with only 20.3 percent of crash involvements for drivers 21 and older.

Teenagers and young adults accounted for 6.9 percent (10) of the pedestrians killed in Michigan, and 12.4 percent (225) of all pedestrian injuries.

Four (19.0%) of the 21 bicyclist deaths were in the 15-20 age group.

**Licensed drivers between the ages of 14 years and 9 months old and 15 years old are included in this total.*

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SENIOR DRIVERS

AGE 65 AND OVER

2018

In Michigan, 16.7 percent of residents are age 65 or older according to 2017 estimates from the Population Division of the U.S. Census Bureau. 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: 236 (1.5%) **SUSPECTED SERIOUS INJURIES: 1,005 (6.4%)** **SUSPECTED MINOR INJURIES: 4,031 (25.8%)** **POSSIBLE INJURIES: 10,372 (66.3%)**

There were 1,525,731 licensed drivers age 65 and over who represented 21.1 percent of Michigan's active driving population. The drivers in this age group represented 10.2 percent (54,621) of drivers in all crashes and 15.6 percent (236) of drivers in fatal crashes.

A total of 205 people age 65 and over were killed in traffic crashes, and 130 (63.4%) of them were drivers.

In addition, 8,860 people age 65 and over were injured in traffic crashes, representing 11.7 percent of all people injured in crashes.

Drivers and injured passengers, age 65 to 110, had a seatbelt usage of 99.3%, 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, 20.0 percent (29) were age 65 and over; 9.4 percent (171) 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

2018

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 2,933 crashes occurred in Michigan where a motor vehicle driver, pedestrian, or bicyclist was using a cell phone. Nineteen of those crashes involved a fatality.

A total of 2,917 motor vehicle drivers, 13 pedestrians, and 13 bicyclists were reported to be using cell phones in the 2,933 crashes.

Of the 13 pedestrians using a cell phone, one pedestrian was killed, three suffered a suspected serious injury, four suffered a suspected minor injury, and four suffered a possible injury.

Of the 2,917 motor vehicle drivers using cell phones, 589 (20.2%) were 20 years of age or younger.

There were 1,486 (50.7%) rear-end crashes where a driver was using a cell phone.

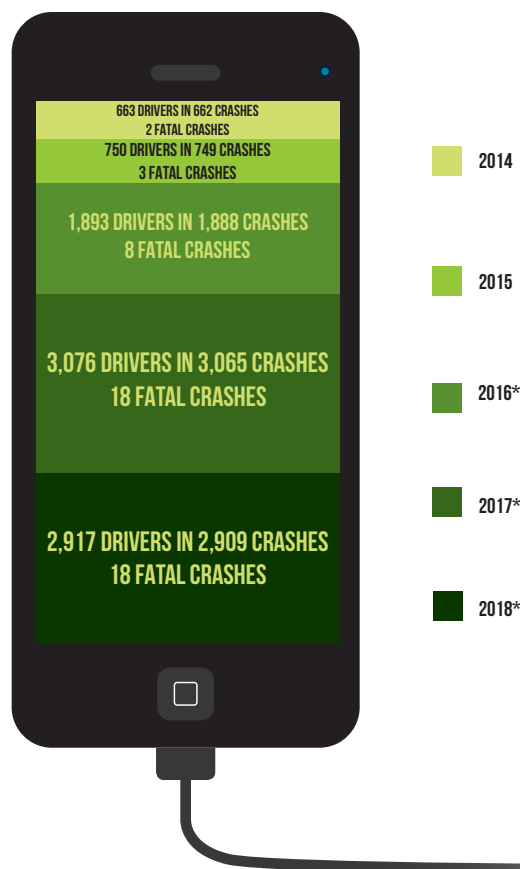
Of the total 2,933 crashes involving cell phone use, 567 (19.3%) also involved a lane departure.

Of the total 2,933 crashes involving cell phone use, 1,082 (36.9%) were intersection related.

There were 2,917 motor vehicle drivers using a cell phone in crashes: 2,557 passenger cars, SUVs, or vans; 295 pickup trucks; 30 trucks or buses over 10,000 lbs.; nine small trucks under 10,000 lbs.; nine motor homes; four motorcycles; one ORV/ATA; one vehicle type coded as "other;" and 11 uncoded and errors.

*In 2016, the data field measuring cell phone use was changed to include multiple distraction elements. Increases in the number of cell phone crashes in 2016 and future years may be the result of the police report change.

CRASHES WHERE A MOTOR VEHICLE DRIVER WAS USING A CELL PHONE



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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: 287 (6.9%)
 SUSPECTED SERIOUS INJURIES: 811 (19.4%)
 SUSPECTED MINOR INJURIES: 1,453 (34.7%)
 POSSIBLE INJURIES: 1,637 (39.1%)

CRASH SEVERITY IN ALL CRASHES



 FATAL: 905 (1.6%)
 SUSPECTED SERIOUS INJURIES: 4,660 (8.3%)
 SUSPECTED MINOR INJURIES: 15,845 (28.2%)
 POSSIBLE INJURIES: 34,835 (61.9%)

Of the 905 fatal crashes that occurred in Michigan, 287 (31.7%) were alcohol-related, involving at least one drinking operator, bicyclist, or pedestrian.

There were 315 alcohol-related fatalities, which accounts for 32.3 percent of the total number of people killed (974).

The percentage of alcohol-related fatalities was about 11.1 times higher than fatalities in all crashes and the most serious injury level (suspected serious) was about 6.1 times higher.

There were 171 (59.6%) crashes involving one vehicle out of the 287 alcohol-related fatal crashes.

Of the 145 pedestrian deaths, 53 (36.6%) were the result of an HBD crash and 38 (71.7%) of those pedestrians had been drinking.

There were 134 motorcyclist deaths, and 45 (33.6%) of those deaths were the result of an HBD crash. Of the 45 motorcyclist alcohol-involved crash deaths, 32 (71.1%) motorcycle drivers were coded as drinking and four (8.9%) were motorcycle passengers of drinking drivers.

2018

ALCOHOL CONTINUED

PERSON INJURY SEVERITY IN HBD CRASHES



PERSON INJURY SEVERITY IN ALL CRASHES



Out of 21 bicyclist deaths, seven (33.3%) were the result of an HBD crash and three (42.9%) of those bicyclists had been drinking.

No snowmobiler deaths occurred on Michigan roadways in 2018.

HBD injury crashes were highest in September (382), and the highest number of HBD fatal crashes, 45, also occurred in September.

Sunday had the highest number of HBD fatal crashes at 72, followed by Saturday at 57.

Sunday had the highest proportion (45.7%) of alcohol-related fatalities when compared to all fatalities occurring on Sunday.

The midnight to 12:59 AM time period had the highest number of HBD fatal crashes with 28, while four time periods (8:00-8:59 AM, 11:00-11:59 AM, 2:00-2:59 PM, and 4:00-4:59 PM) had the lowest number with two.

Of the 9,628 drinking drivers involved in crashes, 6,946 (72.1%) were male and 2,681 (27.8%) were female. There was one drinking driver for whom gender was unknown.

There were 1,965 (20.4%) drinking drivers in crashes who were age 24 or younger.

Out of the total 9,628 drinking drivers in crashes, 1,201 (12.5%) of the drivers were also suspected of using drugs.

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BICYCLES

2018

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 1,558 bicyclists involved in motor vehicle crashes in Michigan in 2018.

A total of 21 bicyclists were killed in 21 fatal crashes on Michigan roadways. An additional 1,202 bicyclists were injured in 1,197 police-reported crashes on traffic crash records.

Male bicyclists (1,227) were involved in more bicycle crashes than female bicyclists (296), with 17 male bicyclists killed and four female bicyclists killed. Gender was not reported for 35 bicyclists in crashes.

Police reported that 14 of the bicyclists killed (66.7%) were "going straight ahead" just prior to crash.

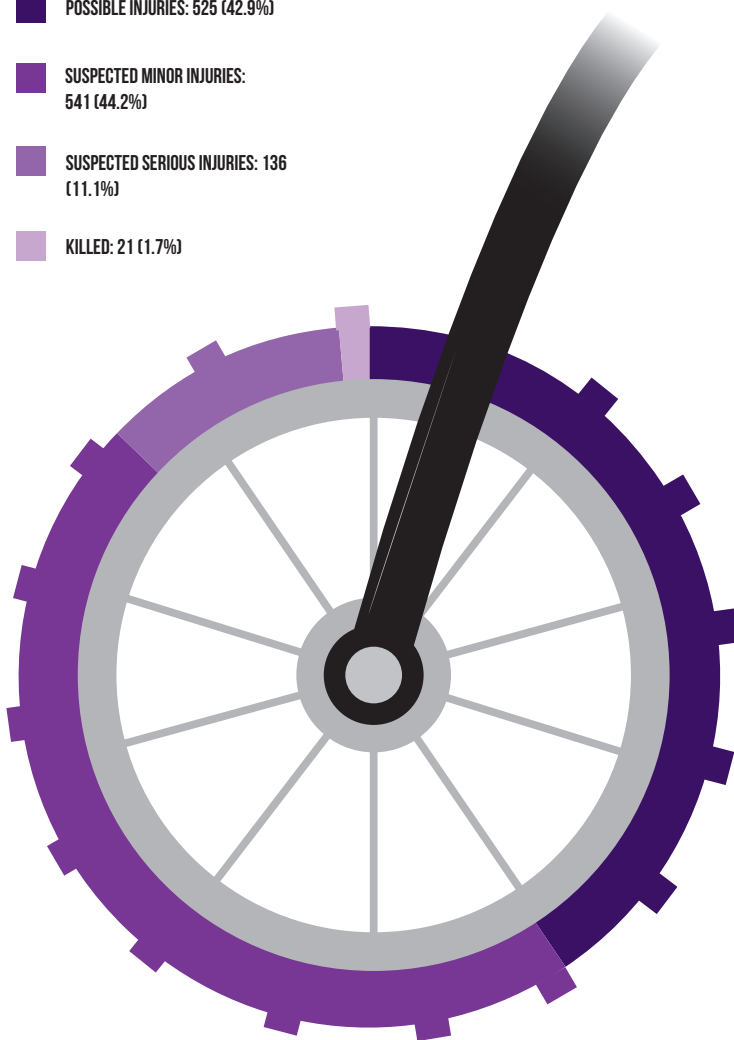
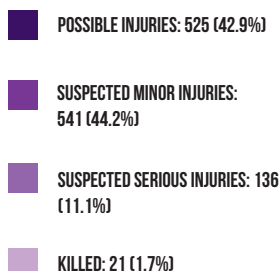
In motor vehicle crashes, 1,147 bicyclists were riding in daylight conditions, 29 were riding during dawn, 59 were riding during dusk, 209 were riding in dark lighted conditions, 97 were riding in dark unlighted conditions, and 17 bicyclists were riding in unknown lighting conditions.

The peak hour for bicyclist involvement in crashes was from 3:00-3:59 PM, with 143 bicyclists involved. The peak hour for bicyclist fatalities was from 9:00-9:59 PM, with four bicyclist fatalities.

Of the 21 bicyclists killed, seven (33.3%) were the result of a had-been-drinking crash and three (42.9%) of those bicyclists had been drinking.

There were two (9.5%) bicyclist deaths among children under 11 years of age, and two (9.5%) bicyclists killed in the 11-15 age group. Teen/young adults (ages 16-20) accounted for four (19.0%) of the bicyclist fatalities. Adults ages 21-64 accounted for ten (47.6%) of the bicyclist fatalities. Three (14.3%) fatalities were in the 65 and over age group.

BICYCLIST INJURY SEVERITY IN CRASHES

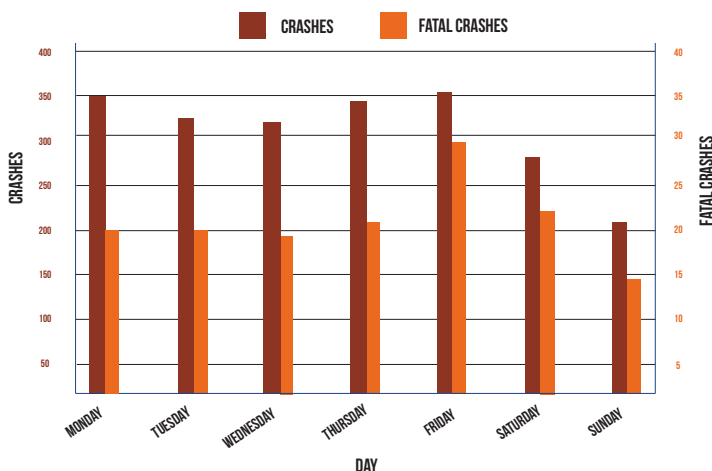


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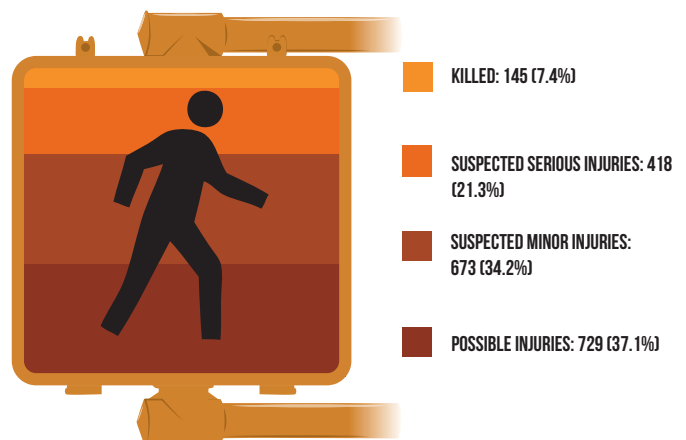
2018

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



There were 2,317 pedestrians involved in 2,203 motor vehicle crashes.

Of the 2,317 pedestrians involved in crashes, 145 (6.3%) were killed and 1,820 (78.5%) were injured.

There were 100 (69.0%) male pedestrians killed and 45 (31.0%) female pedestrians killed.

Of all pedestrian actions prior to a crash, "crossing not at an intersection" was the most deadly, accounting for 35 (24.1%) 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 227 (10.3%).

The time period with the most pedestrian-involved crashes occurred from 6:00-6:59 PM, with 190 (8.6%).

Friday was the deadliest day for pedestrians with 28 (19.6%) of the crashes where a pedestrian was killed and 29 (20.0%) of the pedestrian fatalities.

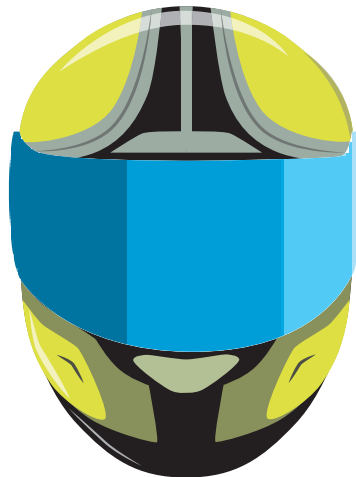
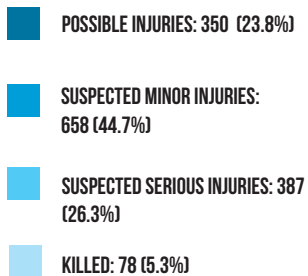
Of the 145 pedestrians killed, 53 (36.6%) of the deaths were the result of an alcohol-involved crash and 38 (71.7%) of those pedestrians had been drinking.

A total of seven (4.8%) pedestrian fatalities occurred among youth age 15 and under. Teen/young adults (ages 16-20) accounted for nine (6.2%) of the pedestrian fatalities. Adults ages 21-64 accounted for 100 (69.0%) of the pedestrian fatalities. There were 29 (20.0%) fatalities in the 65

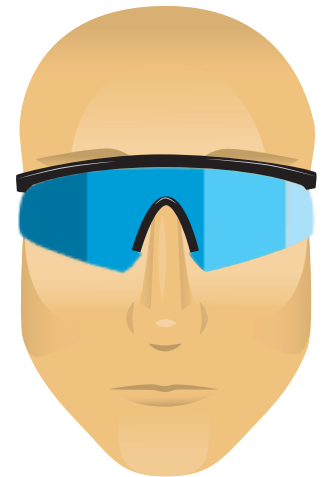
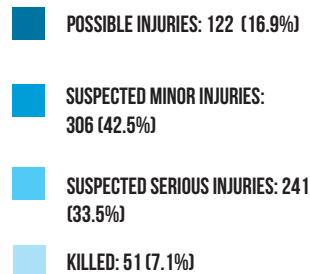
2018

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



INJURY SEVERITY FOR UNHELMETED MOTORCYCLISTS IN CRASHES



The death rate for motorcyclists was 17.7 per 100 million vehicle miles traveled compared to the overall mileage death rate of 1.0 per 100 million vehicle miles traveled.

There were 2,648 motorcycle-involved crashes in which 134 motorcyclists were killed and 2,160 were injured.

Motorcycles were involved in 0.8 percent of all traffic crashes in Michigan.

Out of the 134 motorcyclists killed, 109 (81.3%) motorcycle riders were reported by police as "going straight ahead" just prior to the crash.

There were 115 (85.8%) male motorcyclists and 19 (14.2%) female motorcyclists killed in traffic crashes.

Of the motorcyclists killed, 45 (33.6%) deaths were the result of a had-been-drinking crash and 36 (80.0%) of those motorcyclists had drivers coded as drinking.

Among the 134 motorcycle fatalities, 78 (58.2%) motorcyclists were wearing helmets and 51 (38.1%) motorcyclists were not wearing helmets. Helmet use was unknown for 5 (3.7%) motorcyclists.

A 2017 observational survey by Michigan State University estimated statewide helmet use at 71.4 percent and high-visibility gear at 3.6 percent.

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HEAVY TRUCKS/BUSES

2018

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

Heavy trucks/buses were involved in 4.7 percent (14,803) of the 312,798 traffic crashes in Michigan.

A total of 15,539 heavy truck/bus drivers were involved in crashes, with nine of those drivers killed.

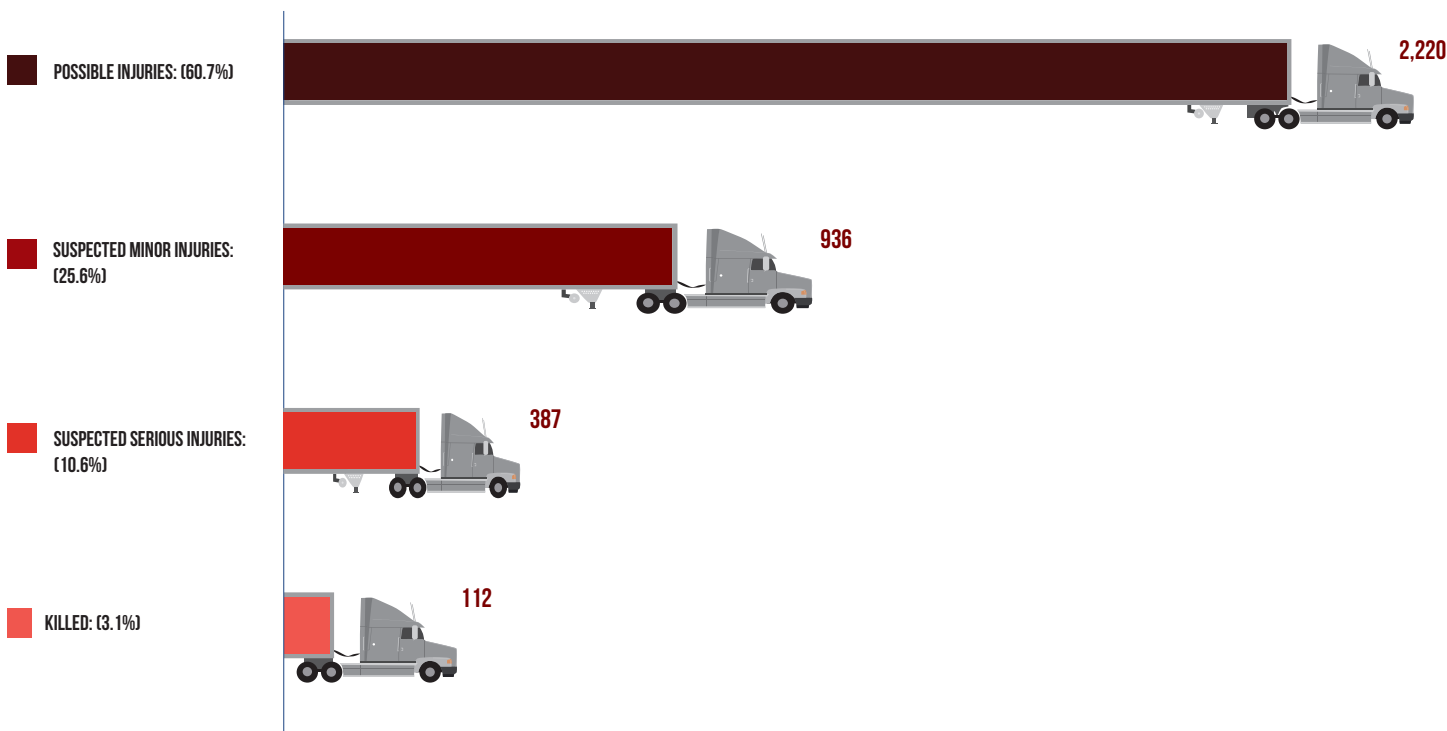
The 14,803 heavy truck/bus-involved crash count is a 14.9 percent increase from the 2017 total of 12,886 crashes.

The number of had-been-drinking heavy truck/bus drivers was 26.

There were 112 people killed and 3,543 people injured in heavy truck/bus crashes.

There were 54 pedestrians and 19 bicyclists involved in heavy truck/bus involved crashes. Ten pedestrians (18.5%) and one bicyclist (5.3%) were killed.

INJURY SEVERITY IN CRASHES WHERE HEAVY TRUCKS/BUSES WERE INVOLVED



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SCHOOL BUSES

2018

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 1,073 school bus-related crashes, four of which resulted in fatalities.

Of the 1,073 school bus-related crashes, 434 (40.4%) took place between 6:00-8:59 AM and 356 (33.2%) occurred between 3:00-5:59 PM. The remaining 283 (26.4%) crashes occurred during other times of the day.

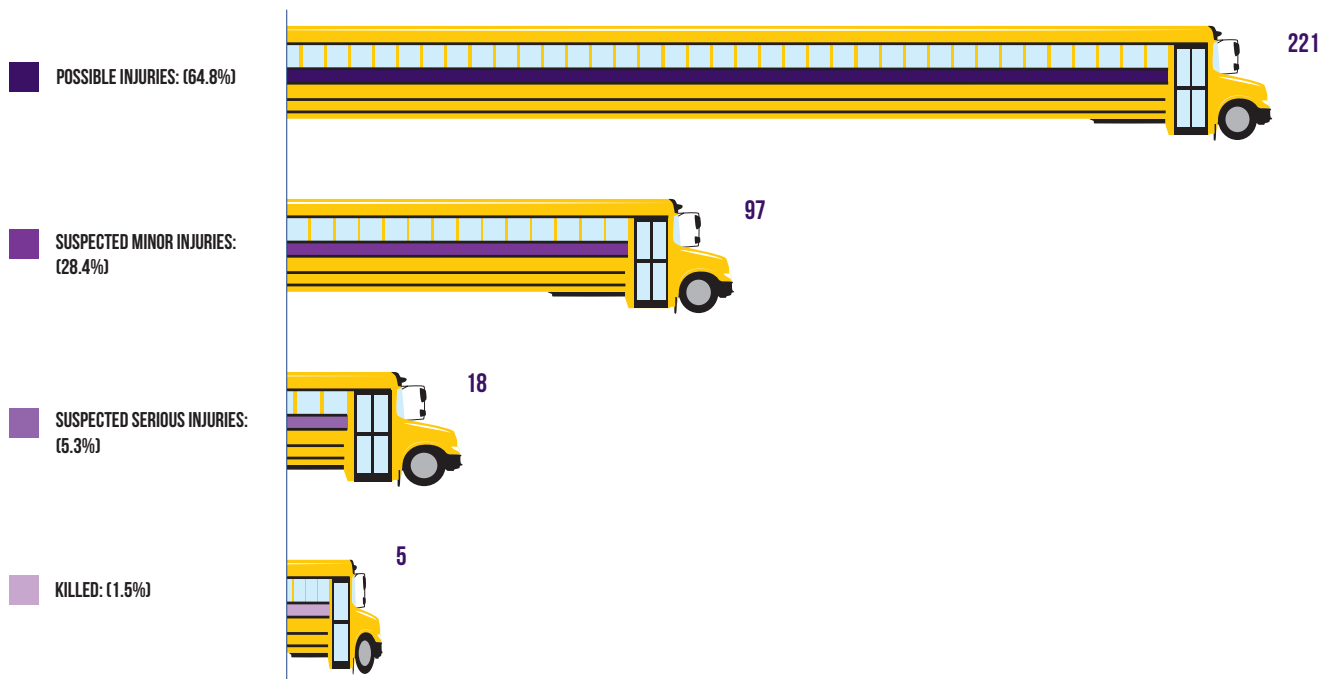
Of the 1,073 school bus-related crashes, 481 (44.8%) occurred at an intersection.

There were 1,712 people involved and no people killed on school buses.

Three people on school buses received suspected serious injuries, 43 people received suspected minor injuries, and 95 people received possible injuries.

There were nine pedestrians and five bicyclists involved in school bus-related crashes.

INJURY SEVERITY IN CRASHES WHERE SCHOOL BUSES WERE INVOLVED



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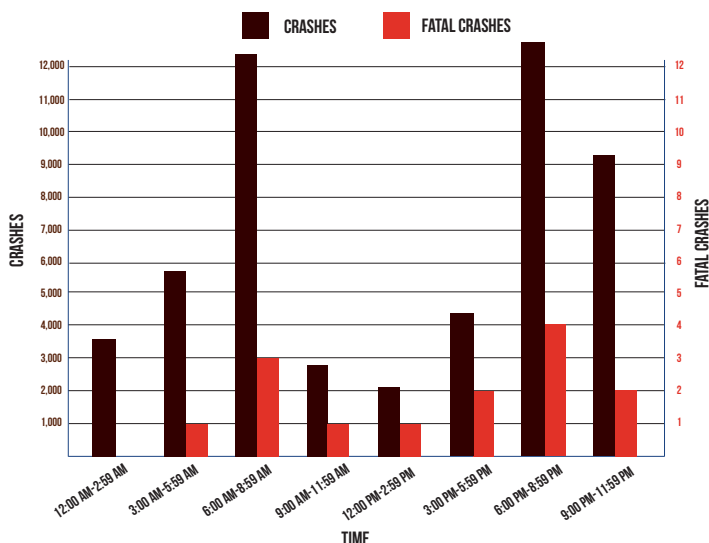
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DEER

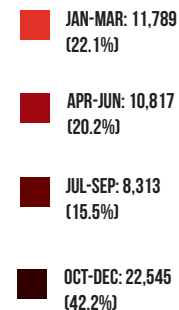
2018

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 53,464 (17.1% of the total crashes) motor vehicle-deer crashes.

Passenger cars, SUVs, and vans represented 79.6 percent (42,751) of the vehicles involved.

As a result of vehicle-deer crashes, 1,335 people were injured and 14 people were killed. Four (28.6%) of those killed were occupants in passenger vehicles, nine (64.3%) killed were motorcyclists, and one (7.1%) was an ORV/ATV rider.

Motor vehicle-deer involved crashes were highest during the 7:00-7:59 AM time period (5,612).

The top 10 counties experiencing vehicle-deer crashes were: Oakland 1,851; Kent 1,837; Jackson 1,537; Lapeer 1,275; Ottawa 1,267; Allegan 1,160; Genesee 1,136; Calhoun 1,104; Clinton 1,103; and Isabella 1,094.

The highest number of vehicle-deer crashes occurred during November (9,353).

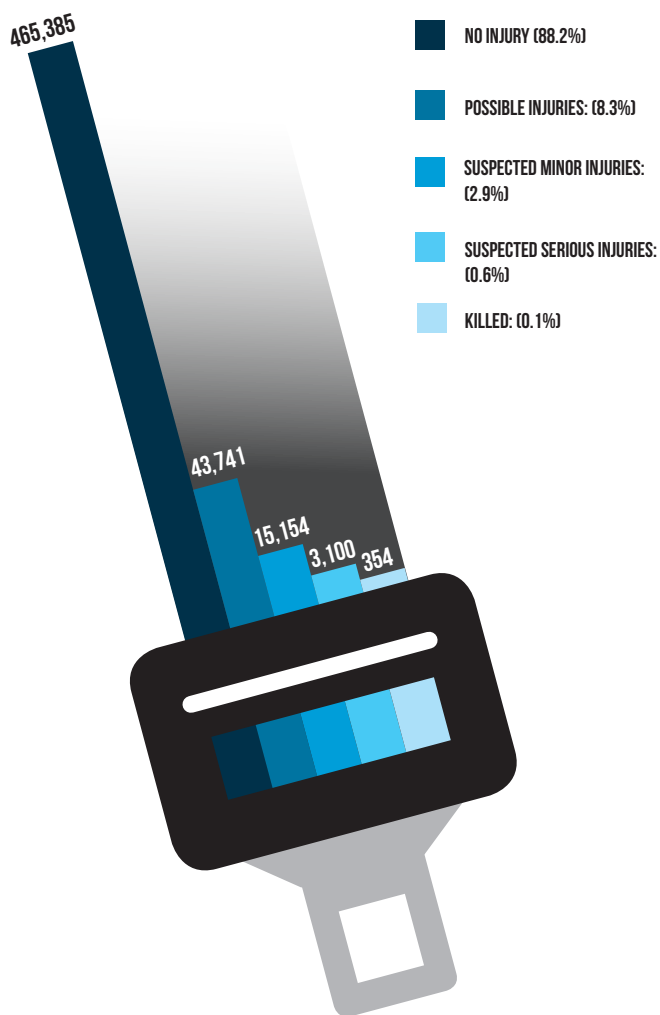
Of the motor vehicle-deer crashes, 22,545 (42.2%) occurred during the fourth quarter of the year.

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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 534,854 reported drivers and passengers involved in crashes for which seat belt use was known, 527,972 (98.7%) were reported to have been using seat belts and 6,882 (1.3%) were reported to have not been using seat belts.

The reported percentage of male drivers and passengers (4,141) involved in crashes who did not wear seat belts out of all males in crashes for which seat belt use was known was 1.5 percent. The reported percentage of female drivers and passengers (2,724) involved in crashes who did not wear their seat belts out of all females in crashes for which seat belt use was known was 1.1 percent.

Of the reported drivers and passengers in motor vehicles crashes under 25 years of age, 2,959 (2.2%) were not wearing seat belts.

When looking at known seat belt use for motor vehicle fatalities only, 192 people (35.2%) killed were not wearing seat belts.

Of the fatalities, there were 172 drivers and passengers killed while not wearing a seat belt in the front seat, 13 people killed while not wearing a seat belt in the rear seat, and seven people killed while not wearing a seat belt in an other or unknown seating position.

A total of 263 people in motor vehicle crashes were ejected while not wearing a seat belt. Of the 263 people ejected, 153 were drivers, 104 were injured passengers, and six were uninjured passengers. Of the unbelted people who were ejected 62 people (23.6%) were killed.

A 2018 observational study by Michigan State University estimated statewide belt use at 93.4 percent.

2018

Crashes involving speeding are the result of a hazardous action of “speed too fast.” The actual speeds of motor vehicles are not reported at the scene of the crash.

In 2018, there were 31,003 crashes involving speeding, which accounted for 9.9 percent of all crashes.

Out of the 534,223 motor vehicle drivers involved in crashes, 31,239 (5.8%) had a hazardous action of speed too fast.

In addition to the 31,239 motor vehicle drivers coded as “speed too fast,” four bicyclists were also reported to be speeding at the time of the crash.

Single motor vehicle crashes were the most common crash type associated with speed-involved crashes at 71.2 percent (22,085).

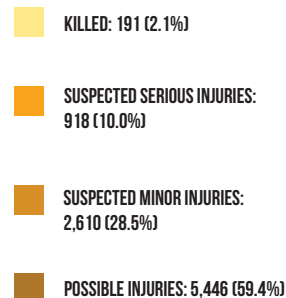
The highest number of excessive speed crashes occurred during icy road conditions at 9,403 (30.3%), followed by snowy road conditions with 7,990 (25.8%).

A total of 1,436 (4.6%) of the speeding motor vehicle drivers had also been drinking at the time of the crash, and 280 (0.9%) of the speeding motor vehicle drivers had also used drugs.

Excessive speed was a factor in 191 (19.6%) fatalities in motor vehicle crashes and 918 (16.4%) suspected serious injuries in 2018.

In addition to the 31,003 crashes where speeding was a hazardous action, “speed too slow” was reported as a hazardous action for 268 crashes.

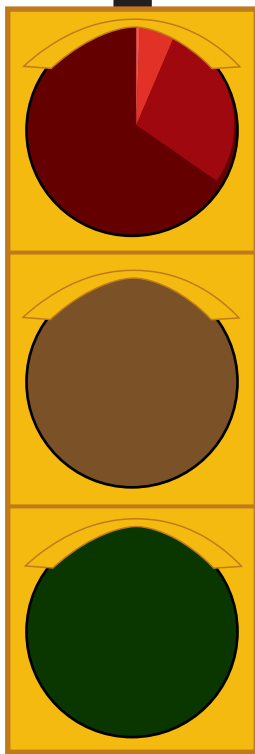
INJURY SEVERITY IN CRASHES INVOLVING SPEEDING



2018

In a red-light-running crash, at least one motor vehicle driver, pedestrian, or bicyclist disregarded a traffic control classified as a signal, related to or within 150 feet of an intersection.

INJURY SEVERITY IN CRASHES WITH RED-LIGHT-RUNNING



KILLED: 32 (0.8%)

SUSPECTED MINOR INJURIES: 1,111 (26.5%)

SUSPECTED SERIOUS INJURIES: 243 (5.8%)

POSSIBLE INJURIES: 2,810 (67.0%)

There were a total of 6,114 crashes involving red-light-running in 2018, which accounts for 2.0% of the total crashes for that year.

The number of red-light running crashes increased 18.4 percent in the five-year period from 5,163 in 2014 to 6,114 in 2018.

The most common red-light-running crashes were angle crashes, which account for 79.9% of all red-light-running crashes.

Red-light-running crashes commonly involved more than one motor vehicle (98.5%).

The number of motor vehicle drivers who had-been-drinking and also ran red lights in crashes was 145 (2.4%). The number of motor vehicle drivers who were using drugs and also ran red lights in crashes was 26 (0.4%).

There were 12 motorcycle drivers who failed to stop at a red light in 2018, which is 0.2% of all motor vehicle drivers who ran red lights.

Out of the 974 people killed, 32 (3.3%) were the result of a red-light-running crash.

A total of 37 pedestrians and 52 bicyclists were involved in red-light-running crashes. Two pedestrians were killed, and 71 nonmotorists were injured.

Of the 16,333 people involved in red-light-running crashes, 32 people were killed and 4,164 people were injured in 2018.