

**MTCF**

Michigan Traffic  
Crash Facts

# **FACT SHEETS**

## **2019**

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# MTCF

## Michigan Traffic Crash Facts

# GENERAL FACTS

# 2019

*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 314,376 crashes, of which 902 (0.3%) were fatal, 54,539 (17.3%) were personal injury, and 258,935 (82.4%) were property damage only. Compared to 2018 this is a 0.5 percent increase in total crashes, a decrease of 0.3 percent in fatal crashes, a 1.4 percent decrease in personal injury crashes, and a 0.9 percent increase in property damage crashes.

A total of 985 people were killed as a result of the 902 fatal crashes for an average of 1.1 deaths per fatal crash.

One out of every 10,139 people in Michigan was killed in a traffic crash; one out of every 133 people was injured.

For each person killed, 76.1 people were injured in crashes.

There were 5,629 people who received suspected serious injuries, which prevent normal activities and require hospitalization.

A total of 535,721 motor vehicles were involved in 314,376 reported crashes.

Of the 985 traffic crash deaths, 631 (64.1%) were drivers of vehicles, 184 (18.7%) were passengers in motor vehicles, 149 (15.1%) were pedestrians, and 21 (2.1%) were bicyclists.

Of the 657 drivers and passengers killed where seat belt data was collected, 217 (33.0%) were not wearing seat belts and 341 (51.9%) were wearing seat belts. It is unknown whether 99 (15.1%) of the fatalities were belted.

More male drivers were involved in crashes than female drivers. Of the 275,180 male drivers involved in crashes, 1,016 (0.4%) were involved in fatal crashes. Of the 216,274 female drivers involved in crashes, 374 (0.2%) were involved in fatal crashes.

There were 470 deaths that resulted from 445 single-vehicle fatal crashes.

Of the 854 motor vehicle drivers involved in fatal crashes where a hazardous action occurred, excessive speed was reported by police as the hazardous action for 177 (20.7%) of the drivers.

Of the 902 fatal crashes, 280 (31.0%) occurred at intersections.

Most fatal crashes occurred on dry roadways (72.8%) and in clear weather conditions (61.8%).

The majority of all crashes occurred during daylight (61.9%).

There were 60 (6.7%) fatal crashes during the 3:00-3:59 PM time period, more than any other time period.

The most fatal crashes, 168 (18.6%), occurred on Saturday.

There were 549 crashes, including 8 fatal crashes, associated with a police pursuit situation.

Emergency vehicles were involved in 2,486 crashes and three of the crashes were fatal. There were 1,946 police vehicles, 235 fire vehicles, and 366 ambulances involved in crashes.

A traffic crash was reported every 1 minute and 40 seconds.

One person was killed every 8 hours and 54 minutes as a result of a traffic crash.

One person was injured every 7 minutes and 1 second in a traffic crash.

The annual vehicle miles traveled was 102,173,971 (thousands) in 2019.

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# 2019

*According to 2018 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 43 children (0-14 years old) were killed in motor vehicle crashes, including one driver age 11 and another driver age 13. The 0-14 age group accounted for 4.4 percent of all traffic deaths.

In addition, 4,544 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 92.8%. The age group with the lowest restraint usage was children age 11 to 14 (91.9%).

Children accounted for 9.4 percent (14) of the pedestrians killed in Michigan, and 12.3 percent (235) of all pedestrian injuries.

Children under 15 years of age accounted for one (4.8%) of the 21 bicyclist deaths and 179 (15.9%) of all injured bicyclists.

### CRASH INJURY SEVERITY IN CHILDREN AGES 0-14

<span style="display:inline-block; width:15px; height:15px; background-color:#ffff00; border:1px solid black;"></span>	KILLED: 43 (0.9%)
<span style="display:inline-block; width:15px; height:15px; background-color:#ffa500; border:1px solid black;"></span>	SUSPECTED SERIOUS INJURY: 220 (4.8%)
<span style="display:inline-block; width:15px; height:15px; background-color:#d2691e; border:1px solid black;"></span>	SUSPECTED MINOR INJURY: 991 (21.6%)
<span style="display:inline-block; width:15px; height:15px; background-color:#8b4513; border:1px solid black;"></span>	POSSIBLE INJURY: 3,333 (72.7%)



# 2019

*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: 129 (0.9%)**

**SUSPECTED MINOR INJURIES: 3,957 (26.5%)**

**SUSPECTED SERIOUS INJURIES: 877 (5.9%)**

**POSSIBLE INJURIES: 9,990 (66.8%)**



There were 509,380 licensed drivers ages 15-20\* who represented 7.0 percent of Michigan's driving population. The drivers in this age group represented 10.1 percent (54,177) of drivers in all crashes and 8.6 percent (124) of drivers in fatal crashes.

The 15-20 age group accounted for 8.0 percent (79) of all traffic deaths, and 55.7 percent (44) of those deaths were drivers.

In addition, 9,302 teenagers and young adults were injured in motor vehicle crashes, representing 12.4 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 124 drivers age 15-20 who were involved in fatal crashes was speed too fast, with 16.9% (21) of the total.

Weekends accounted for 22.2 percent of crash involvements for drivers age 15-20, compared with only 20.5 percent of crash involvements for drivers 21 and older.

Teenagers and young adults accounted for 5.4 percent (8) of the pedestrians killed in Michigan, and 13.0 percent (248) of all pedestrian injuries.

Five (23.8%) 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.*

# 2019

*In Michigan, 17.2 percent of residents are age 65 or older according to 2018 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: 227 (1.5%)**

**SUSPECTED SERIOUS INJURIES: 1,112 (7.1%)**

**SUSPECTED MINOR INJURIES: 4,064 (26.0%)**

**POSSIBLE INJURIES: 10,242 (65.5%)**

There were 1,578,830 licensed drivers age 65 and over who represented 21.8 percent of Michigan's active driving population. The drivers in this age group represented 10.5 percent (56,515) of drivers in all crashes and 15.2 percent (221) of drivers in fatal crashes.

A total of 207 people age 65 and over were killed in traffic crashes, and 138 (66.7%) of them were drivers.

In addition, 8,945 people age 65 and over were injured in traffic crashes, representing 11.9 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, 14.1 percent (21) were age 65 and over; 9.6 percent (184) of the pedestrians injured were age 65 and over.

Four (19.0%) bicyclists out of the 21 total killed were age 65 and over.

# MTCF

## Michigan Traffic Crash Facts

# CELL PHONE USE

# 2019

*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 2,798 crashes occurred in Michigan where a motor vehicle driver, pedestrian, or bicyclist was using a cell phone. Fifteen of those crashes involved a fatality.

A total of 2,782 motor vehicle drivers, 15 pedestrians, and six bicyclists were reported to be using cell phones in the 2,798 crashes.

Of the 15 pedestrians using a cell phone, two pedestrians were killed, two suffered a suspected serious injury, two suffered a suspected minor injury, and eight suffered a possible injury.

Of the 2,782 motor vehicle drivers using cell phones, 515 (18.5%) were 20 years of age or younger.

There were 1,398 (50.0%) rear-end crashes where a driver was using a cell phone.

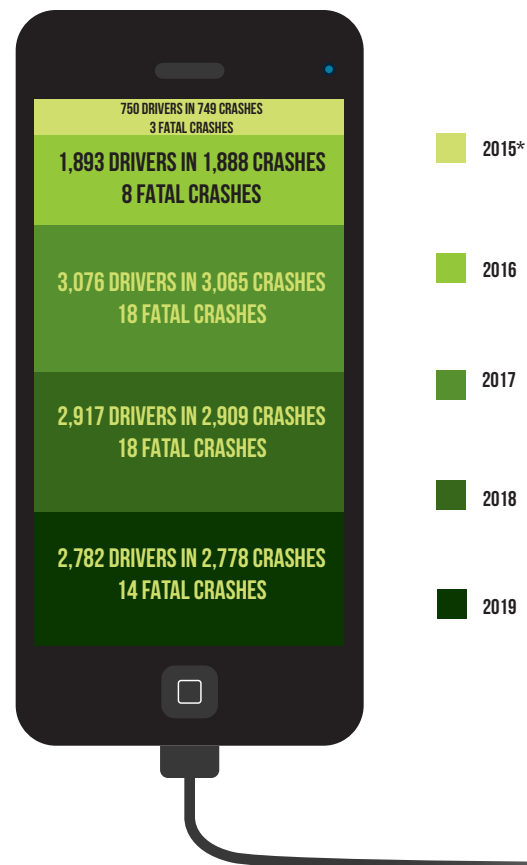
Of the total 2,798 crashes involving cell phone use, 563 (20.1%) also involved a lane departure.

Of the total 2,798 crashes involving cell phone use, 1,061 (37.9%) were intersection related.

There were 2,782 motor vehicle drivers using a cell phone in crashes: 2,435 passenger cars, SUVs, or vans; 267 pickup trucks; 37 trucks or buses over 10,000 lbs.; 12 motor homes; seven small trucks under 10,000 lbs.; four motorcycles; one moped; five vehicle types coded as "other;" and 14 uncoded and errors.

\*In 2016, the data field measuring cell phone use was changed to include multiple distraction elements. Lower counts in years prior to 2016 may be the result of the police report change.

### CRASHES WHERE A MOTOR VEHICLE DRIVER WAS USING A CELL PHONE



# 2019

*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: 266 (6.4%)
SUSPECTED SERIOUS INJURY: 865 (20.7%)
SUSPECTED MINOR INJURY: 1,477 (35.4%)
POSSIBLE INJURY: 1,569 (37.6%)

### CRASH SEVERITY IN ALL CRASHES



FATAL: 902 (1.6%)
SUSPECTED SERIOUS INJURY: 4,688 (8.5%)
SUSPECTED MINOR INJURY: 15,714 (28.3%)
POSSIBLE INJURY: 34,137 (61.6%)

Of the 902 fatal crashes that occurred in Michigan, 266 (29.5%) were alcohol-related, involving at least one drinking operator, bicyclist, or pedestrian.

There were 295 alcohol-related fatalities, which accounts for 29.9 percent of the total number of people killed (985).

The percentage of alcohol-related fatalities was about 10.3 times higher than fatalities in all crashes and the most serious injury level (suspected serious) was about 6.5 times higher.

There were 177 (66.5%) crashes involving one vehicle out of the 266 alcohol-related fatal crashes.

Of the 149 pedestrian deaths, 54 (36.2%) were the result of an HBD crash and 41 (75.9%) of those pedestrians had been drinking.

There were 122 motorcyclist deaths, and 36 (29.5%) of those deaths were the result of an HBD crash. Of the 36 motorcyclist alcohol-involved crash deaths, 33 (91.7%) motorcycle operators were coded as drinking and one (2.8%) was a motorcycle passenger of a drinking operator.



# 2019

## ALCOHOL CONTINUED

### PERSON INJURY SEVERITY IN HBD CRASHES



### PERSON INJURY SEVERITY IN ALL CRASHES



Out of 21 bicyclist deaths, one (4.8%) was the result of an HBD crash and that bicyclist had been drinking.

Out of eight snowmobiler deaths, three (37.5%) were the result of an HBD crash, and all three snowmobilers had been drinking.

HBD injury crashes were highest in August (394), and the highest number of HBD fatal crashes, 29, occurred in May.

Saturday had the highest number of HBD fatal crashes at 75, followed by Sunday at 51.

Saturday had the highest proportion (46.5%) of alcohol-related fatalities when compared to all fatalities occurring on Saturday.

The 10:00-10:59 PM time period had the highest number of HBD fatal crashes with 27, while the 10:00-10:59 AM time period had the lowest number with one.

Of the 9,610 drinking drivers involved in crashes, 6,869 (71.5%) were male and 2,740 (28.5%) were female. There was one drinking driver for whom gender was unknown.

There were 1,767 (18.4%) drinking drivers in crashes who were age 24 or younger.

Out of the total 9,610 drinking drivers in crashes, 1,179 (12.3%) of the drivers were also suspected of using drugs.

# 2019

*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 1,501 bicyclists involved in motor vehicle crashes in Michigan in 2019.

A total of 21 bicyclists were killed in 21 fatal crashes on Michigan roadways. An additional 1,129 bicyclists were injured in 1,121 police-reported crashes on traffic crash records.

Male bicyclists (1,140) were involved in more bicycle crashes than female bicyclists (325), with 17 male bicyclists killed and four female bicyclists killed. Gender was not reported for 36 bicyclists in crashes.

Police reported that 11 of the bicyclists killed (52.4%) were "going straight ahead" just prior to crash.

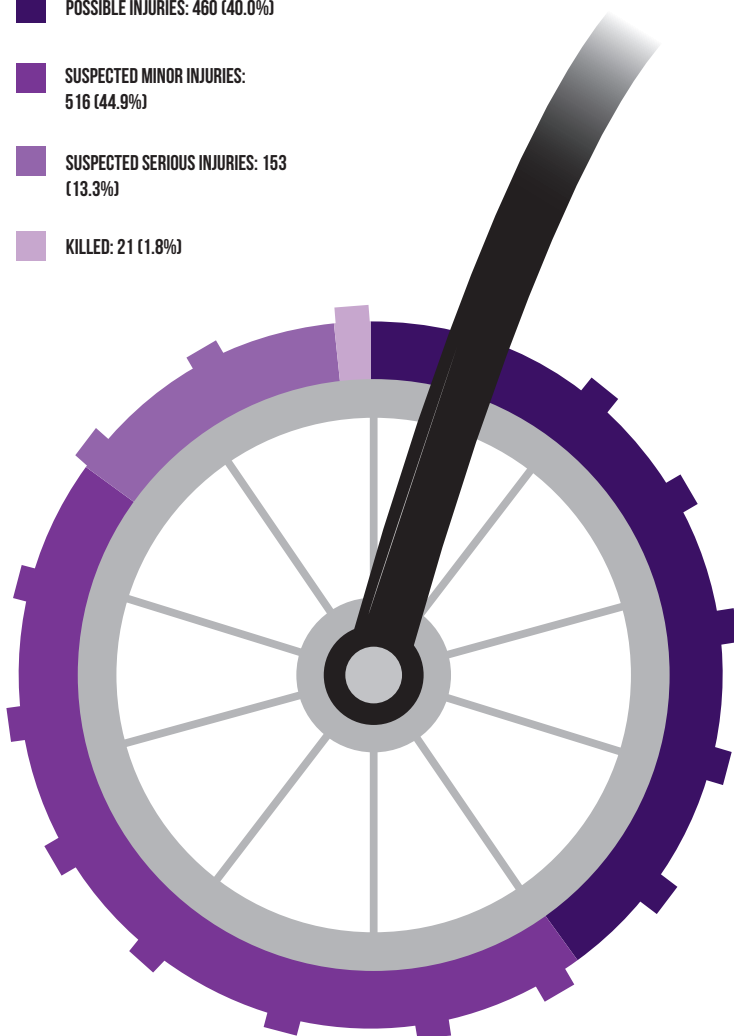
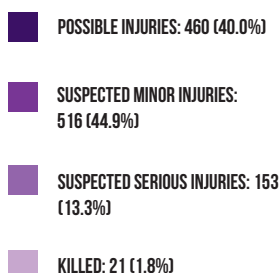
In motor vehicle crashes, 1,155 bicyclists were riding in daylight conditions, 28 were riding during dawn, 36 were riding during dusk, 191 were riding in dark lighted conditions, 75 were riding in dark unlighted conditions, and 16 bicyclists were riding in unknown lighting conditions.

The peak hour for bicyclist involvement in crashes was from 4:00-4:59 PM, with 177 bicyclists involved. The peak hour for bicyclist fatalities was from 6:00-6:59 PM, with four bicyclist fatalities.

Of the 21 bicyclists killed, one (4.8%) was the result of a had-been-drinking crash and that bicyclist had been drinking.

There was one (4.8%) bicyclist death 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 three (14.3%) of the bicyclist fatalities. Adults ages 21-64 accounted for 11 (52.4%) of the bicyclist fatalities. Four (19.0%) fatalities were in the 65 and over age group.

### BICYCLIST INJURY SEVERITY IN CRASHES



# MTCF

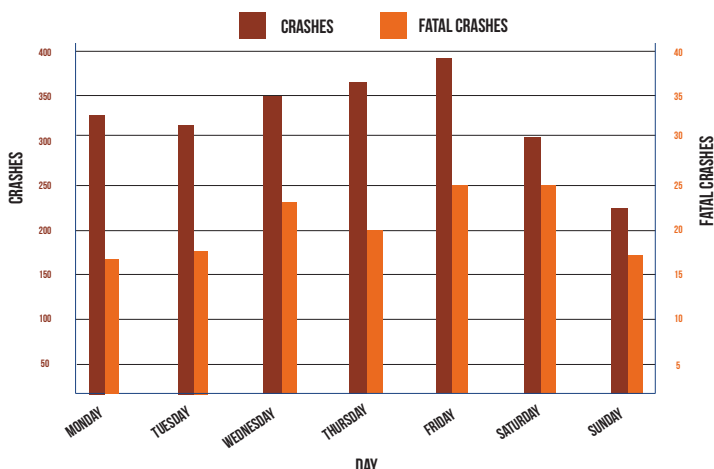
## Michigan Traffic Crash Facts

# PEDESTRIANS

# 2019

*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: 149 (7.2%)
SUSPECTED SERIOUS INJURIES: 455 (22.1%)
SUSPECTED MINOR INJURIES: 712 (34.6%)
POSSIBLE INJURIES: 743 (36.1%)

There were 2,403 pedestrians involved in 2,260 motor vehicle crashes.

Of the 2,403 pedestrians involved in crashes, 149 (6.2%) were killed and 1,910 (79.5%) were injured.

There were 107 (71.8%) male pedestrians killed and 42 (28.2%) female pedestrians killed.

Of all pedestrian actions prior to a crash, "crossing not at an intersection" was the most deadly, accounting for 51 (34.2%) 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 274 (12.1%).

The time period with the most pedestrian-involved crashes occurred from 6:00-6:59 PM, with 170 (7.5%).

Friday was the deadliest day for pedestrians with 25 (17.5%) of the crashes where a pedestrian was killed and 27 (18.1%) of the pedestrian fatalities.

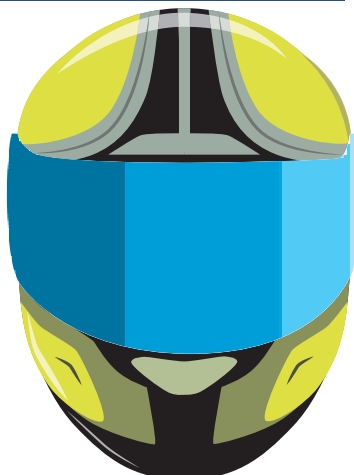
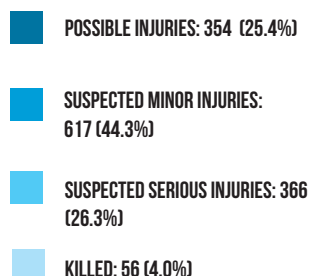
Of the 149 pedestrians killed, 54 (36.2%) of the deaths were the result of an alcohol-involved crash and 41 (75.9%) of those pedestrians had been drinking.

A total of 15 (10.1%) pedestrian fatalities occurred among youth age 15 and under. Teen/young adults (ages 16-20) accounted for seven (4.7%) of the pedestrian fatalities. Adults ages 21-64 accounted for 106 (71.1%) of the pedestrian fatalities. There were 21 (14.1%) fatalities in the 65 and over age group.

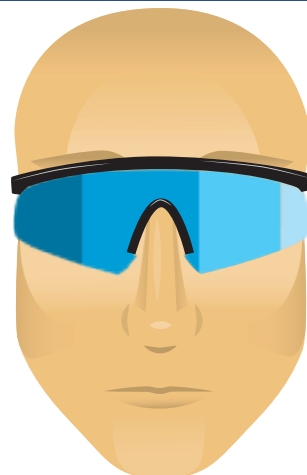
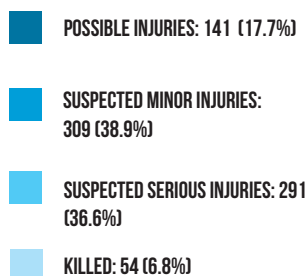
# 2019

*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



In 2019, the death rate for motorcyclists was 16.2 per 100 million vehicle miles traveled compared to the overall mileage death rate of 1.0 per 100 million vehicle miles traveled.

There were 2,723 motorcycle-involved crashes in which 122 motorcyclists were killed and 2,176 were injured.

Motorcycles were involved in 0.9 percent of all traffic crashes in Michigan.

Out of the 122 motorcyclists killed, 107 (87.7%) motorcycle riders were reported by police as "going straight ahead" just prior to the crash.

There were 114 (93.4%) male motorcyclists and 8 (6.6%) female motorcyclists killed in traffic crashes.

Of the motorcyclists killed, 36 (29.5%) deaths were the result of a had-been-drinking crash and 34 (94.4%) of those motorcyclists had drivers coded as drinking.

Among the 122 motorcycle fatalities, 56 (45.9%) motorcyclists were wearing helmets and 54 (44.3%) motorcyclists were not wearing helmets. Helmet use was unknown for 12 (9.8%) motorcyclists.

There were 251,048 motorcycles registered in 2019 according to the Michigan Department of State.

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

# MTCF

## Michigan Traffic Crash Facts

# HEAVY TRUCKS/BUSES

# 2019

*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 5.0 percent (15,798) of the 314,376 traffic crashes in Michigan. The 2019 crash count is a 6.7 percent increase from the 2018 total of 14,803 crashes.

There were 106 people killed and 3,685 people injured in heavy truck/bus crashes.

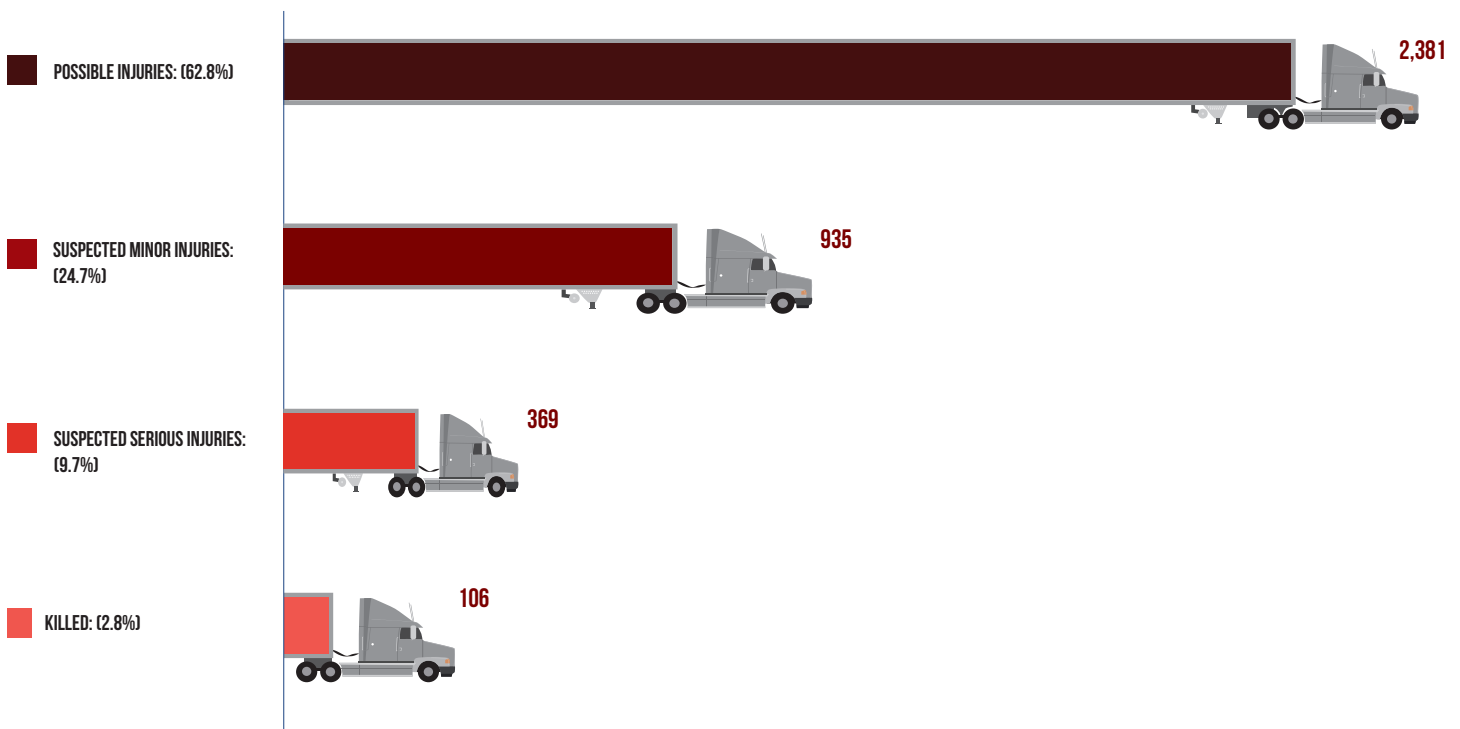
A total of 16,603 heavy truck/bus drivers were involved in crashes, with 15 of those drivers killed.

The number of had-been-drinking heavy truck/bus drivers was 31.

There were 52 pedestrians and 29 bicyclists involved in heavy truck/bus involved crashes. Eight pedestrians (15.4%) and two bicyclists (6.9%) were killed.

In 2019 vehicle miles traveled for heavy trucks/buses was 6,443,607 (thousands), resulting in a fatal crash rate of 1.5 per 100 million VMT compared to the overall fatal crash rate of 0.9 per 100 million VMT.

### INJURY SEVERITY IN CRASHES WHERE HEAVY TRUCKS/BUSES WERE INVOLVED



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# 2019

*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 1,197 school bus-related crashes, six of which resulted in fatalities.

Of the 1,197 school bus-related crashes, 499 (41.7%) took place between 6:00-8:59 AM and 394 (32.9%) occurred between 3:00-5:59 PM. The remaining 304 (25.4%) crashes occurred during other times of the day.

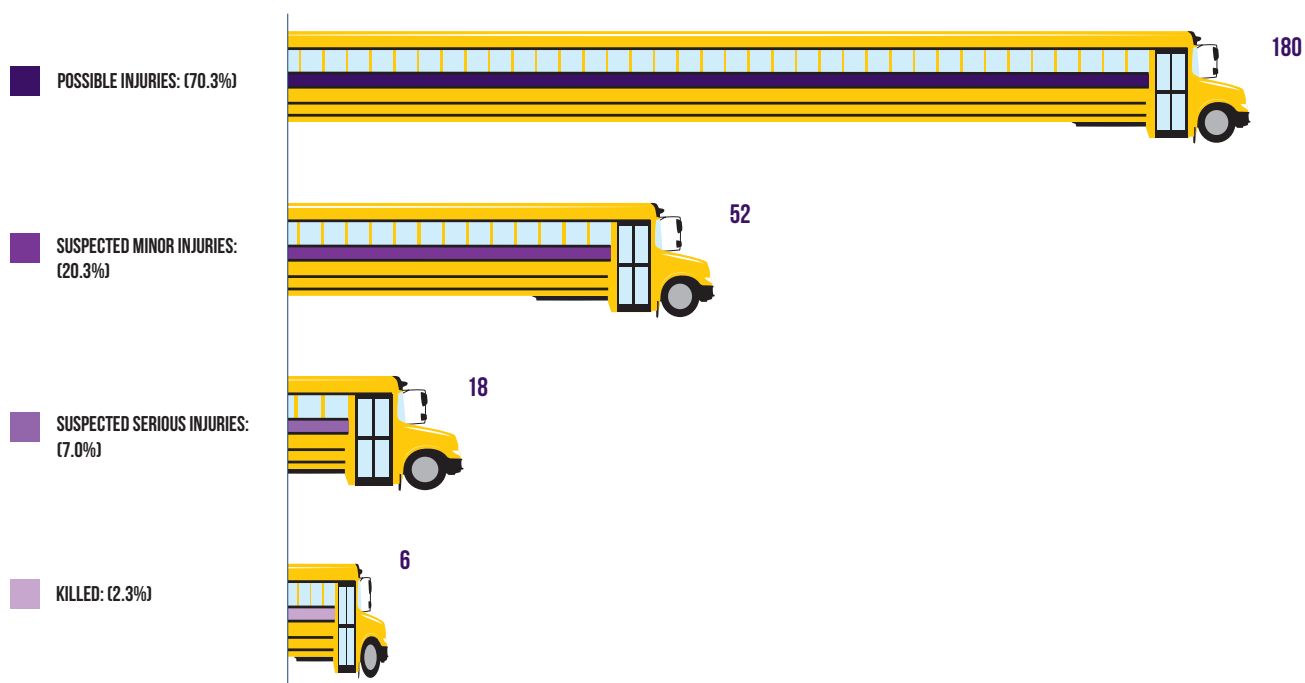
Of the 1,197 school bus-related crashes, 520 (43.4%) occurred at an intersection.

There were 1,942 people involved and no people killed on school buses.

One person on a school bus received suspected serious injuries, nine people received suspected minor injuries, and 77 people received possible injuries.

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

### INJURY SEVERITY IN CRASHES WHERE SCHOOL BUSES WERE INVOLVED



# MTCF

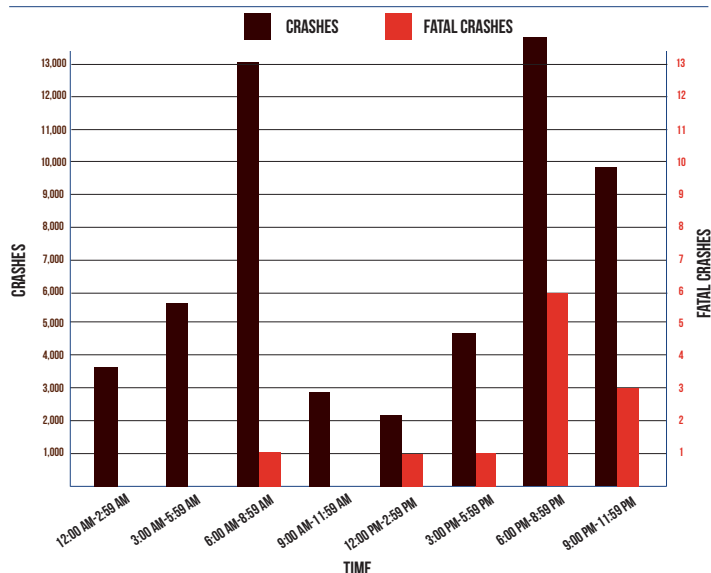
## Michigan Traffic Crash Facts

# DEER

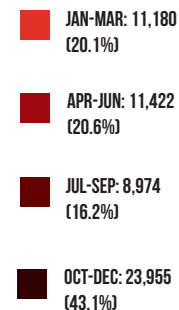
# 2019

*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 55,531 (17.7% of the total crashes) motor vehicle-deer crashes.

Passenger cars, SUVs, and vans represented 79.2 percent (44,231) of the vehicles involved.

As a result of vehicle-deer crashes, 1,429 people were injured and 12 people were killed. Four (33.3%) of those killed were occupants in passenger vehicles and eight (66.7%) killed were motorcyclists.

Motor vehicle-deer involved crashes were highest during the 7:00-7:59 AM time period (5,570).

The top 10 counties experiencing vehicle-deer crashes were: Oakland 1,928; Kent 1,684; Jackson 1,630; Lapeer 1,394; Ottawa 1,288; Sanilac 1,226; Genesee 1,212; Allegan 1,210; Calhoun 1,195; and Clinton 1,174.

The highest number of vehicle-deer crashes occurred during November (9,885).

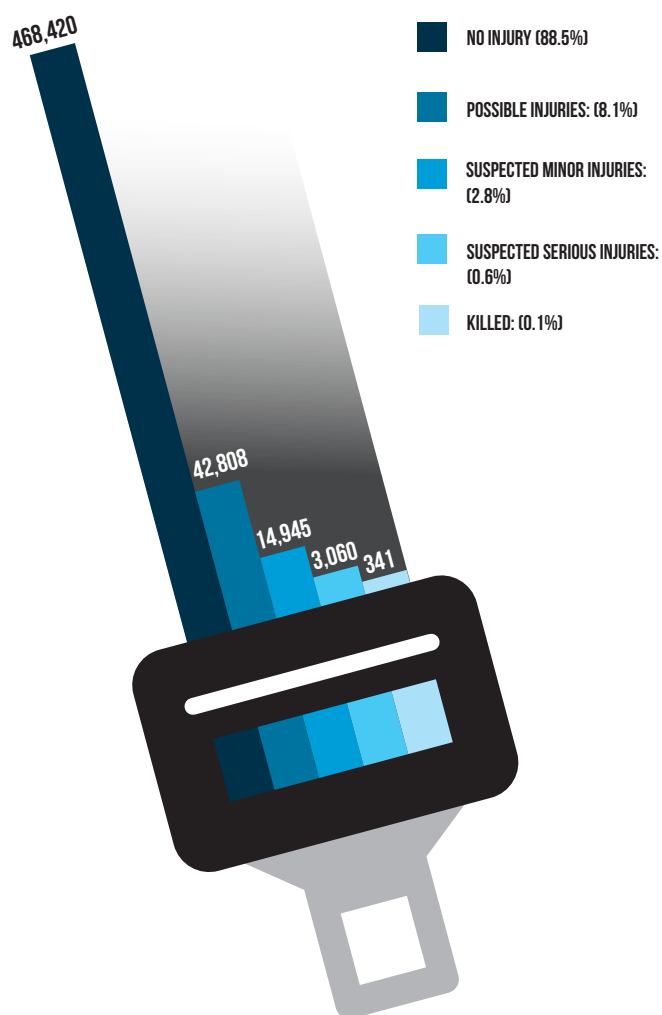
Of the motor vehicle-deer crashes, 23,955 (43.1%) occurred during the fourth quarter of the year.

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# 2019

*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 537,017 reported drivers and passengers involved in crashes for which seat belt use was known, 529,607 (98.6%) were reported to have been using seat belts and 7,410 (1.4%) were reported to have not been using seat belts.

The reported percentage of male drivers and passengers (4,438) 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 (2,946) involved in crashes who did not wear their seat belts out of all females in crashes for which seat belt use was known was 1.2 percent.

Of the reported drivers and passengers in motor vehicles crashes under 25 years of age, 3,243 (2.4%) were not wearing seat belts.

When looking at known seat belt use for motor vehicle fatalities only, 217 people (38.9%) killed were not wearing seat belts.

Of the fatalities, there were 187 drivers and passengers killed while not wearing a seat belt in the front seat, 23 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 274 people in motor vehicle crashes were ejected while not wearing a seat belt. Of the 274 people ejected, 176 were drivers, 94 were injured passengers, and four were uninjured passengers. Of the unbelted people who were ejected 77 people (28.1%) were killed.

A 2019 observational study by Michigan State University estimated statewide belt use at 94.4 percent.



# 2019

*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 2019, there were 31,421 crashes involving speeding, which accounted for 10.0 percent of all crashes.

Out of the 535,721 motor vehicle drivers involved in crashes, 31,724 (5.9%) had a hazardous action of speed too fast.

In addition to the 31,724 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 69.6 percent (21,861).

The highest number of excessive speed crashes occurred during icy road conditions at 10,020 (31.9%), followed by snowy road conditions with 8,177 (26.0%).





A total of 1,382 (4.4%) of the speeding motor vehicle drivers had also been drinking at the time of the crash, and 296 (0.9%) of the speeding motor vehicle drivers had also used drugs.

Excessive speed was a factor in 185 (18.8%) fatalities in motor vehicle crashes and 876 (15.6%) suspected serious injuries in 2019.

In addition to the 31,421 crashes where speeding was a hazardous action, “speed too slow” was reported as a hazardous action for 198 crashes.

### INJURY SEVERITY IN CRASHES INVOLVING SPEEDING

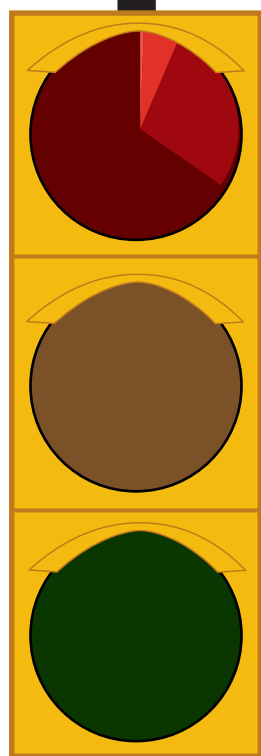


	KILLED: 185 (2.1%)
	SUSPECTED SERIOUS INJURIES: 876 (10.1%)
	SUSPECTED MINOR INJURIES: 2,431 (28.1%)
	POSSIBLE INJURIES: 5,151 (59.6%)

# 2019

*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: 25 (0.6%)

 SUSPECTED MINOR INJURIES:  
1,075 (26.5%)

 SUSPECTED SERIOUS INJURIES:  
239 (5.9%)

 POSSIBLE INJURIES: 2,723 (67.0%)

There were a total of 6,018 crashes involving red-light-running in 2019, which accounts for 1.9% of the total crashes for that year.

The number of red-light running crashes increased 7.2 percent in the five-year period from 5,614 in 2015 to 6,018 in 2019.

The most common red-light-running crashes were angle crashes, which account for 82.9% of all red-light-running crashes.

Red-light-running crashes commonly involved more than one motor vehicle (98.3%).

The number of motor vehicle drivers who had-been-drinking and also ran red lights in crashes was 136 (2.3%). The number of motor vehicle drivers who were using drugs and also ran red lights in crashes was 30 (0.5%).

There were 7 motorcycle drivers who failed to stop at a red light in 2019, which is 0.1% of all motor vehicle drivers who ran red lights.

Out of the 985 people killed, 25 (2.5%) were the result of a red-light-running crash.

A total of 44 pedestrians and 51 bicyclists were involved in red-light-running crashes. One pedestrian and two bicyclists were killed, and 72 nonmotorists were injured.

Of the 16,121 people involved in red-light-running crashes, 25 people were killed and 4,037 people were injured in 2019.