

Michigan Fatal Crash Trend Report: 2019 Edition

**Dawn L. Massie
Patrick J. Bowman**

The University of Michigan
Transportation Research Institute
Ann Arbor, MI 48109-2150
U.S.A.

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1.0 Executive Summary

This report analyzes traffic crashes that took place on public roadways in Michigan, involved at least one motor vehicle in transport, and resulted in death, injury, or property damage of \$1,000 or more. The primary focus of the report is fatal crashes in 2019. The number of fatal crashes and fatalities in 2019 are compared with counts from previous years to identify trends. Fatal crashes are considered both in the aggregate and according to key factors of interest, including highway class, road conditions, alcohol involvement, and driver age.

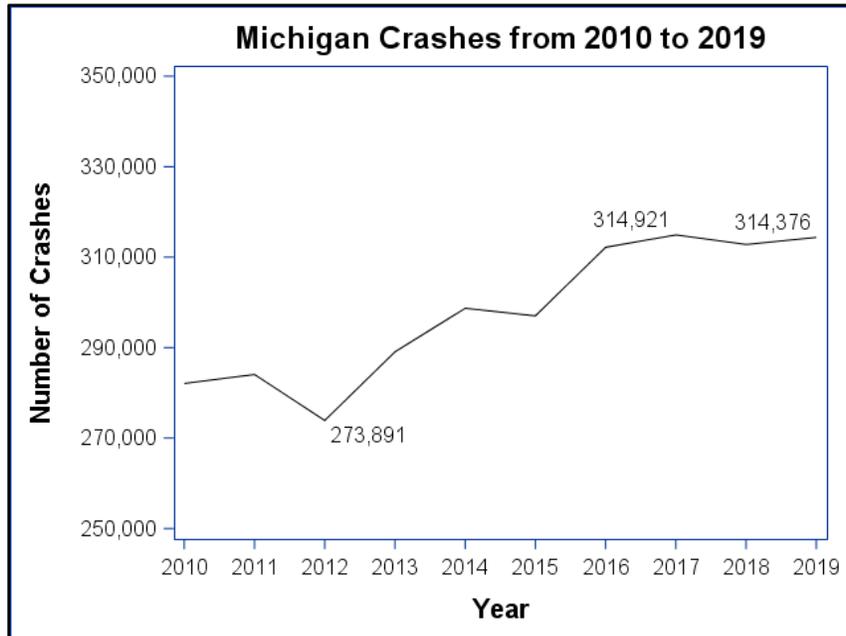
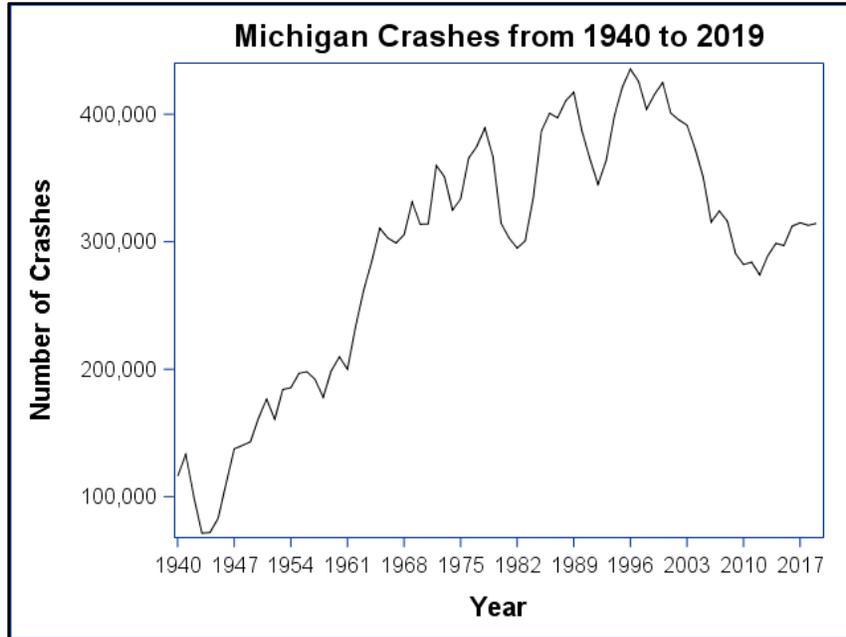
Fatal crash and fatality trends are primarily examined in five- and ten-year blocks in this report, but the report begins with a broader historical context. Of note is how much safer Michigan roads have become over the past fifty years. Traffic fatalities in Michigan peaked in 1969 with 2,487 but declined 60.4% to 985 in 2019.

Some findings about the fatal traffic crash experience in Michigan in 2019 include:

- 985 people were killed in 902 fatal crashes, compared with 974 people killed in 905 fatal crashes in 2018.
- 295 people died in alcohol-involved crashes, and 237 died in drug-involved crashes. These two groups of fatalities overlapped—113 people were killed in crashes that involved *both* alcohol and drugs.
- Alcohol was involved in about 29.5% of fatal crashes, compared with 3.1% of all crashes.
- 98 fatal crashes involved a driver age 18 to 20, and 96 fatal crashes involved a driver age 65 to 74.
- 217 of the motor vehicle occupants who were killed were not wearing seat belts, which is 26.6% of all motor vehicle occupants who were killed. Only 1.2% of all crash-involved motor vehicle occupants were unbelted.
- 185 people died in crashes where at least one driver was speeding. Speeding was involved in 19.5% of fatal crashes and 10.0% of all crashes.
- 149 pedestrians were killed, and police reports indicate that 41 of these pedestrians had been drinking at the time of the crash. Pedestrians were involved in 15.9% of fatal crashes, compared with 0.7% of all crashes.
- 21 bicyclists were killed, one of whom was reported to have been drinking.
- 122 motorcycle riders were killed, 54 of whom were not wearing a helmet.
- 195 fatal crashes occurred on Michigan routes, 86 on Interstates, and 81 on US routes.
- 54 fatal crashes were hit-and-run.
- 98 fatal crashes involved a heavy truck or bus. Heavy trucks/buses were involved in 10.9% of fatal crashes and 5.0% of all crashes.

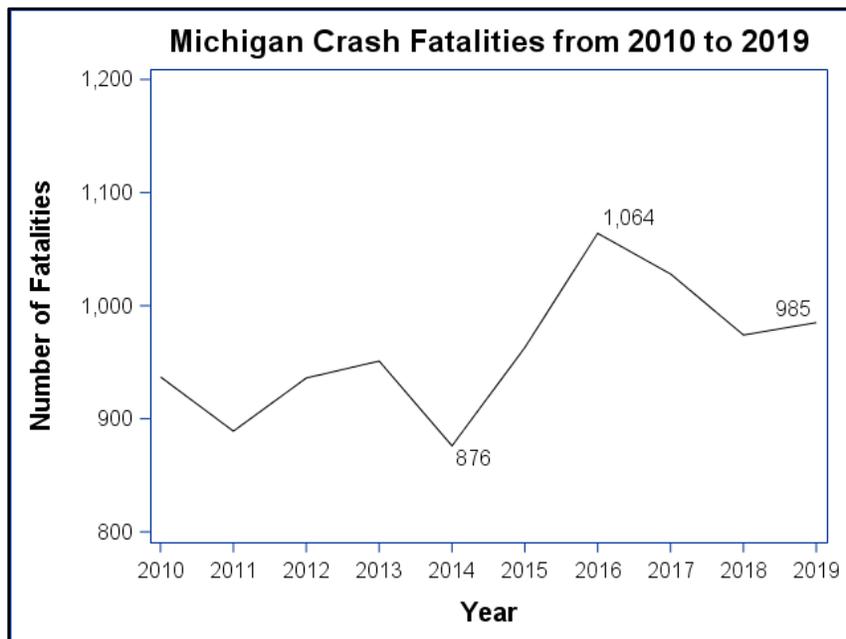
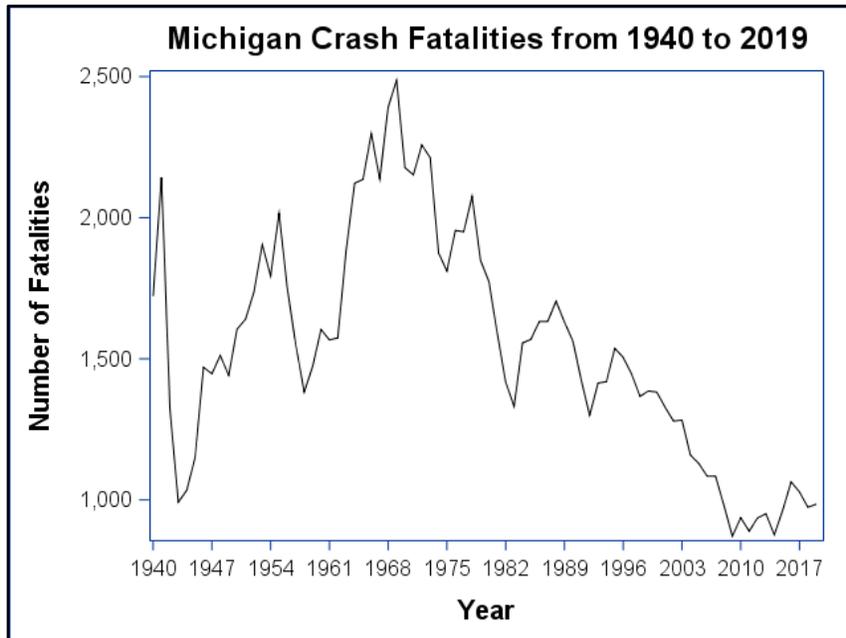
2.0 Observed Trends

2.1 Number of Crashes

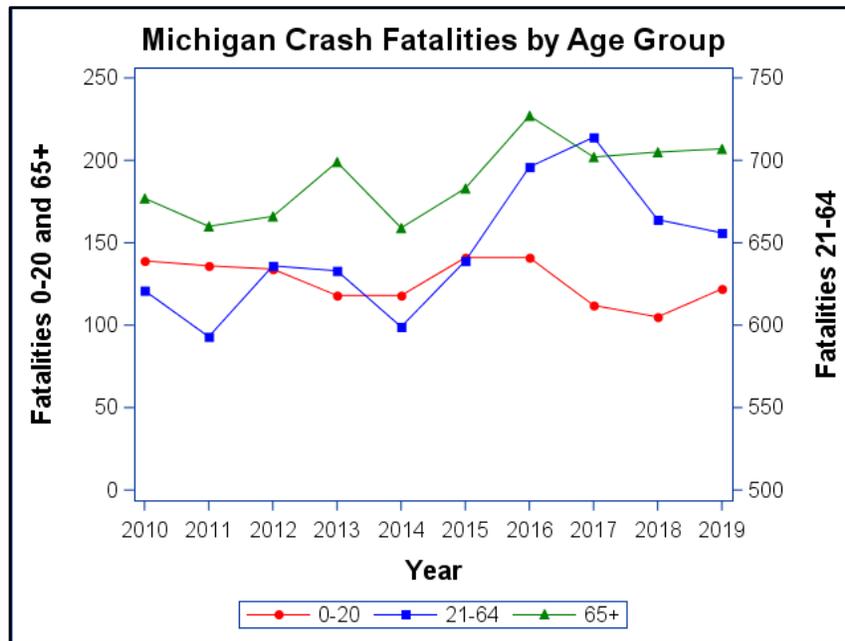


The first graph in this section shows the total number of crashes of all severity levels in Michigan from 1940 to 2019. Crashes peaked in 1996 with 435,477. The second graph considers only the time period from 2010 to 2019. The total number of crashes in Michigan increased from 312,798 in 2018 to 314,376 in 2019 (0.5%).

2.2 Number of Fatalities



Turning to fatalities in traffic crashes, the first graph above shows the total number of crash fatalities in Michigan from 1940 to 2019. Fatalities reached their highest number in 1969 with 2,487 and have shown a general decrease since then. The second graph shows fatalities from 2010 to 2019 only. The peak number of fatalities over the ten-year period was in 2016 with 1,064. The fatality count of 985 in 2019 represents a 7.4 percent decrease since then.



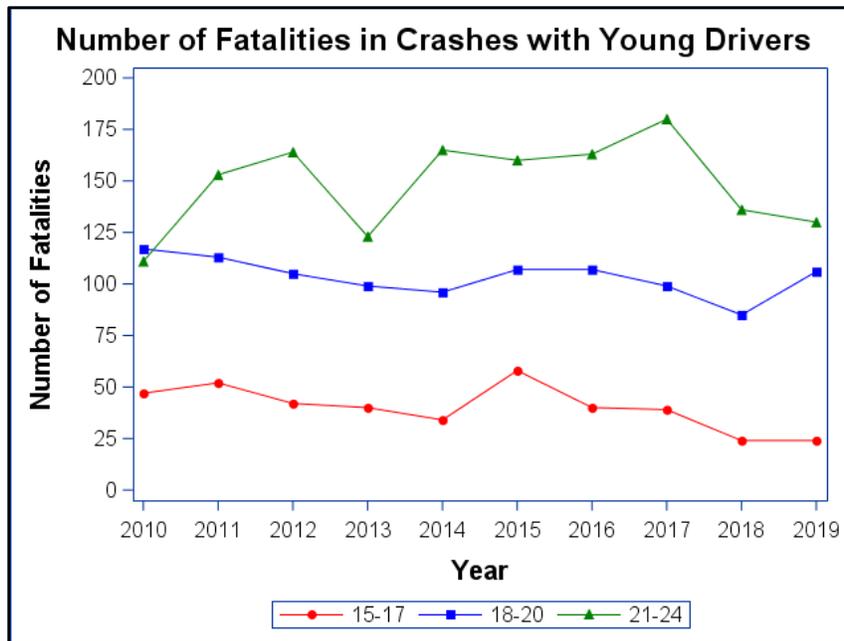
The chart above shows the ten-year fatality trend according to the age of the persons killed. Fatalities for the youngest age group (red line) and oldest age group (green line) are plotted against the left axis. Fatalities for people 21 to 64 (blue line) are plotted on the right axis. In 2019, 122 people under the age of 21 were killed. This is up from 105 fatalities in 2018 but down 12.2% from the 139 fatalities in that age group in 2010. The number of people age 21 to 64 who were killed has generally been higher in recent years than earlier in the ten-year time period. The peak number of fatalities was 714 in 2017, and the 2019 count of 656 fatalities is down 8.1% from then. The number of fatalities among people 65 and older has also generally risen in recent years and has topped 200 deaths in each of the last four years.

3.0 Fatal Crashes and Fatalities by Factors of Interest

3.1 Driver Age

Fatal Crashes Involving Young Drivers									
Age Group	2015	2016	2017	2018	2019	2015-2016 Percent Change	2016-2017 Percent Change	2017-2018 Percent Change	2018-2019 Percent Change
Driver age 15-17	52	37	32	22	23	-28.8%	-13.5%	-31.3%	4.5%
Driver age 18-20	96	98	85	76	98	2.1%	-13.3%	-10.6%	28.9%
Driver age 21-24	147	151	163	126	118	2.7%	7.9%	-22.7%	-6.3%

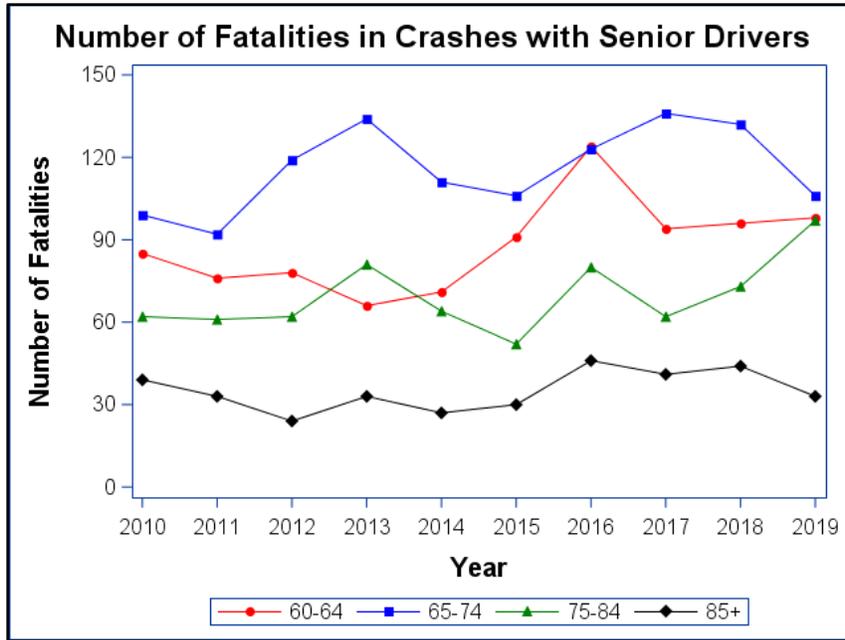
The table above shows the number of fatal crashes for young driver age groups from 2015 to 2019, along with the percent change from one year to the next. The driver age groups are not mutually exclusive—a crash involving one driver age 16 and another age 18 would be counted in both the 15-17 and 18-20 age groups. The number of fatal crashes involving drivers 15-17 has trended down over the past five years, and this is also the case for fatal crashes involving drivers 21-24. The number of fatal crashes involving drivers 18-20 decreased from 2016 to 2017 to 2018, but the 98 fatal crashes involving this age group in 2019 is a 28.9% increase from 2018 and matches the five-year high from 2016.



This chart shows the number of fatalities that occurred in crashes involving a driver in each of the young driver age groups defined above. The legend indicates the young driver age groups, which do not necessarily correspond to the age groups of the fatality victims. Fatalities in crashes with drivers age 15 to 17 declined 48.9% from 47 in 2010 to 24 in 2019. Fatalities in crashes with drivers age 18 to 20 rose to 106 in 2019 after decreases in each of the previous two years. Fatalities in crashes with a driver age 21-24 peaked in 2017 with 180 but declined 27.8% in the following two years to 130 fatalities in 2019. The 2019 fatality count for fatalities in crashes with a driver age 21-24 is a 17.1% increase from the 111 fatalities in 2010.

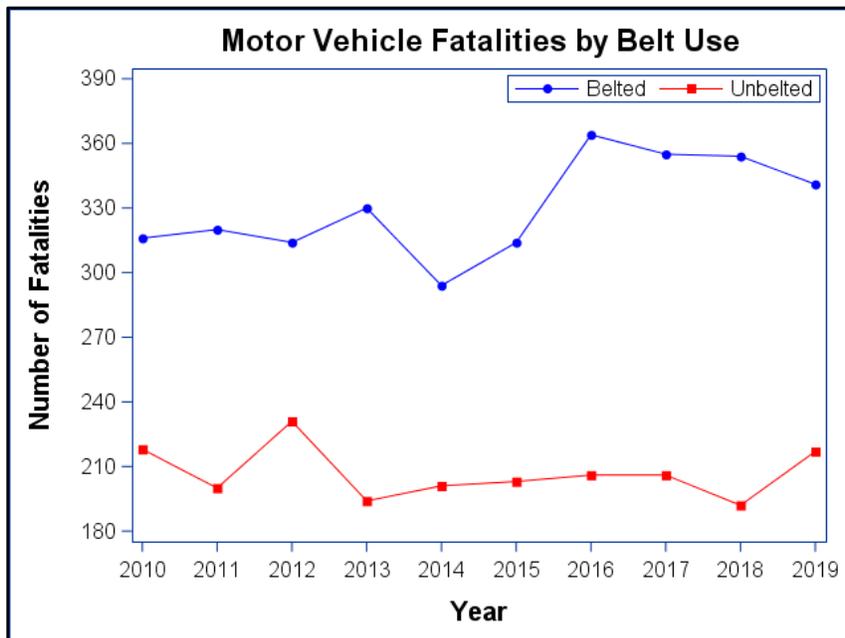
Age Group	2015	2016	2017	2018	2019	2015-2016 Percent Change	2016-2017 Percent Change	2017-2018 Percent Change	2018-2019 Percent Change
Driver age 60-64	85	115	86	88	90	35.3%	-25.2%	2.3%	2.3%
Driver age 65-74	98	108	123	119	96	10.2%	13.9%	-3.3%	-19.3%
Driver age 75-84	49	69	57	68	86	40.8%	-17.4%	19.3%	26.5%
Driver age 85+	27	41	38	41	31	51.9%	-7.3%	7.9%	-24.4%

The number of fatal crashes involving the youngest group of senior drivers, those age 60-64, has been stable over the past five years, apart from a peak of 115 in 2016. The number of fatal crashes involving drivers age 65-74 had been rising, but the 2019 count of 96 is a 19.3% decrease from 2018. Conversely, drivers age 75-84 were in 86 fatal crashes in 2019, a 26.5% percent jump from 2018. The oldest group of senior drivers, those age 85 and over, were involved in 31 fatal crashes in 2019, down 24.4% from 41 fatal crashes in 2018. Again, the age groups are not mutually exclusive, and some fatal crashes may be tallied in both the young driver table and the senior driver table.



This chart shows the number of fatalities that occurred in crashes involving a driver in each of the senior driver age groups defined above, as indicated in the legend. Again, the age groups do not necessarily reflect the ages of the fatality victims. The only senior driver age group that showed a decrease in the number of crash fatalities from 2010 to 2019 was the 85 and older group, falling from 39 to 33 fatalities, a 15.4% drop. Fatalities in crashes involving a driver 60-64 peaked in 2016 with 124 but have declined since then, with 98 fatalities in 2019. There were more than 130 fatalities in crashes involving a driver 65-74 in 2013, 2017, and 2018, but this number fell to 106 in 2019. Fatalities in crashes involving a driver 75-84 have increased in each of the last two years, and the 2019 fatality count of 97 is 56.5% higher than the 62 fatalities in 2010.

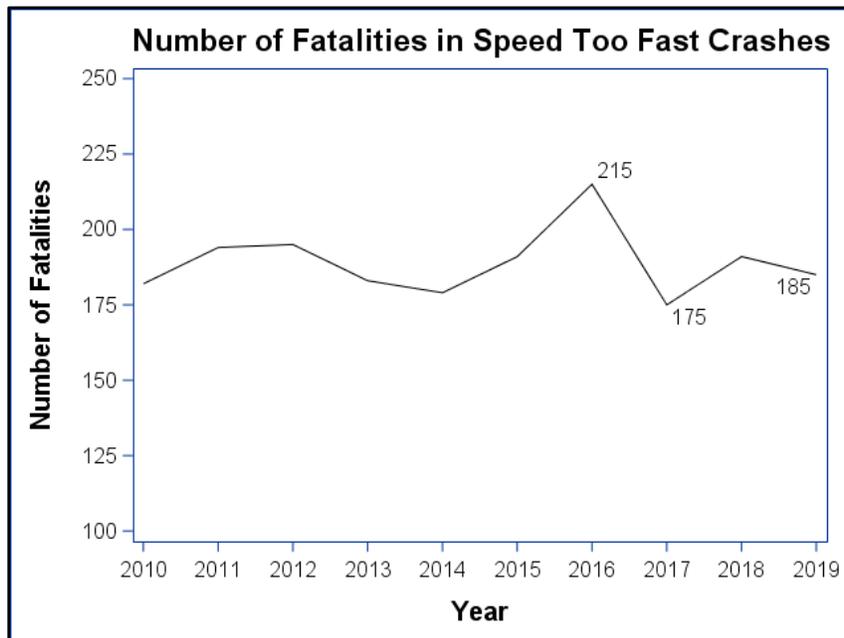
3.2 Belt Use



The belt use chart on the previous page shows the number of occupants of motor vehicles who were killed each year according to belt use status. Belted occupants were those who were wearing a lap belt, shoulder belt, both lap and shoulder belts, or who were coded “restraint failure” on the restraint use variable. Unbelted occupants were those for whom restraints were either unavailable or not used. For the purpose of this comparison, all other possibilities of restraint use (child seats, motorcycle helmets, unknown, etc.) were excluded.

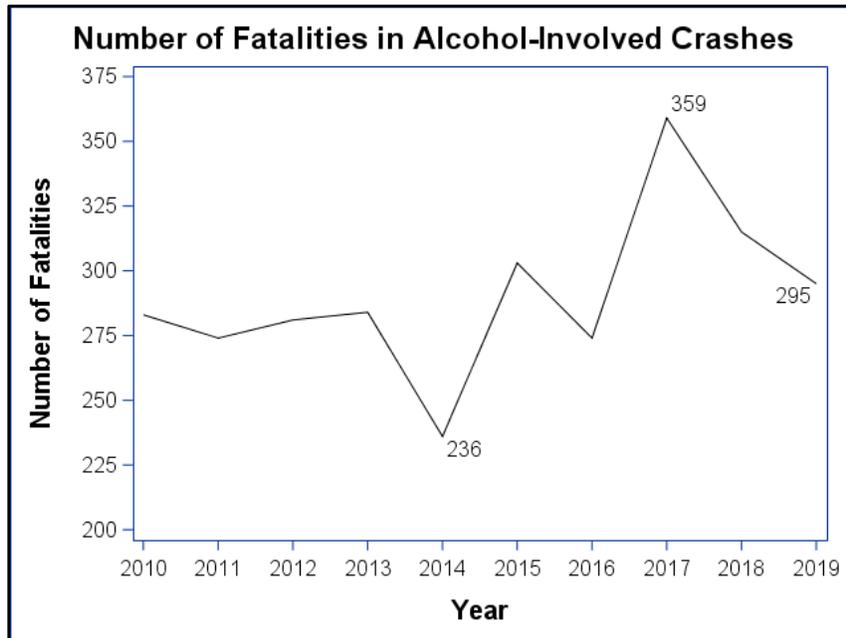
Over the ten-year period, the number of unbelted fatalities had been showing a general decrease before rising 13.0% from 192 fatalities in 2018 to 217 fatalities in 2019. There were 341 belted fatalities in 2019, which is up 7.9% from 316 belted fatalities in 2010 but down 6.3% from the peak of 364 belted fatalities in 2016. When interpreting the fatality counts of belted and unbelted occupants, it is important to consider the fact that the vast majority of crash-involved occupants are belted. In 2019, 98.6% of *all* crash-involved motor vehicle occupants were belted, and 1.4% were unbelted. The belt use fatality chart illustrates the higher likelihood of death for unbelted motor vehicle occupants.

3.3 Speeding

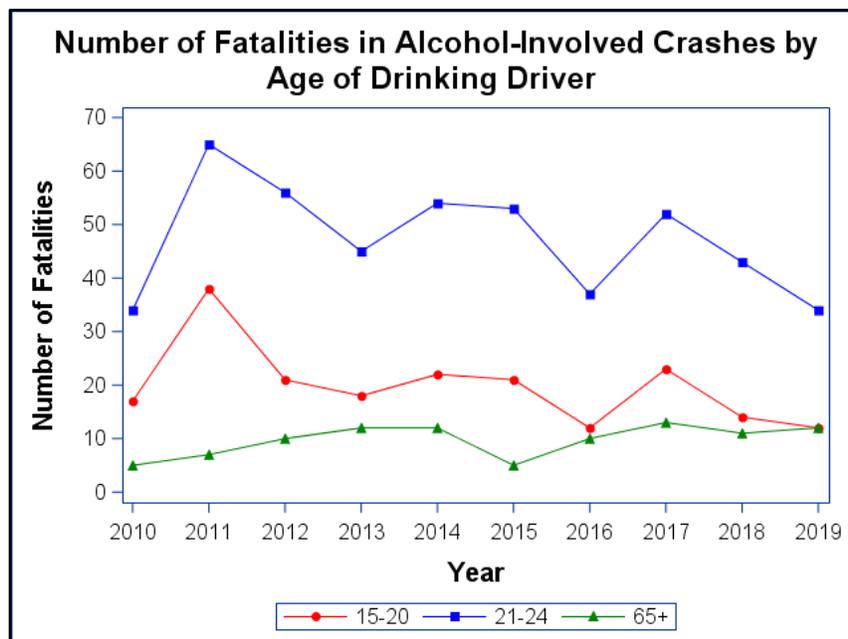


In the last ten years, 14,151 motor vehicles were involved in fatal crashes in Michigan. The most common hazardous action coded for these drivers was speed too fast, representing 1,776 drivers in 1,743 fatal crashes from 2010 to 2019. The chart above shows the number of fatalities resulting from these speeding crashes each year. The greatest number of speed-related fatalities occurred in 2016 with 215, and the lowest number took place in 2017 with 175. The 185 speed-related fatalities that took place in 2019 were on par with the annual average of 189 speed-related fatalities per year from 2010 to 2019. Alcohol was also involved in the crash in an average of 74.2 (39.3 percent) of these speed-related fatalities each year.

3.4 Alcohol-Involved Crashes



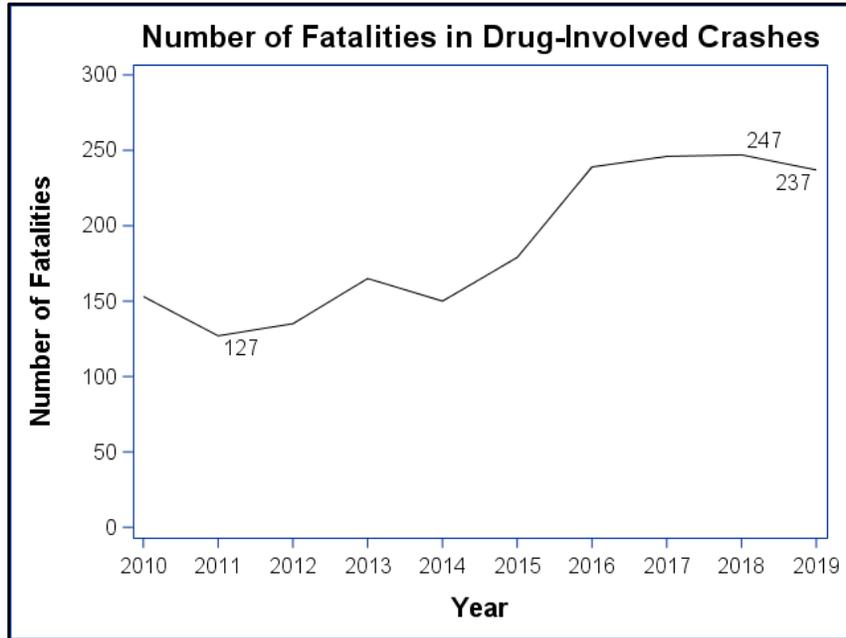
Over the last ten years, the highest number of fatalities in alcohol-involved crashes occurred in 2017 with 359, and the lowest was 236 in 2014. The 2019 total of 295 was a decrease of 17.8% from the 2017 peak but was still above the level for 2010 by 4.2%. For both 2019 and for the ten-year period as a whole, about 30% of all fatalities stemmed from alcohol-involved crashes.



The chart above depicts ten-year trends for number of fatalities in alcohol-involved crashes according to three age groups of the drinking driver. In 2019, there were 12 fatalities in crashes involving drinking drivers age 15 to 20. This tied 2016 for the lowest number of fatalities over the ten-year period. In crashes involving at least one young driver age 21 to 24 who had been drinking in 2019, there were 34 fatalities,

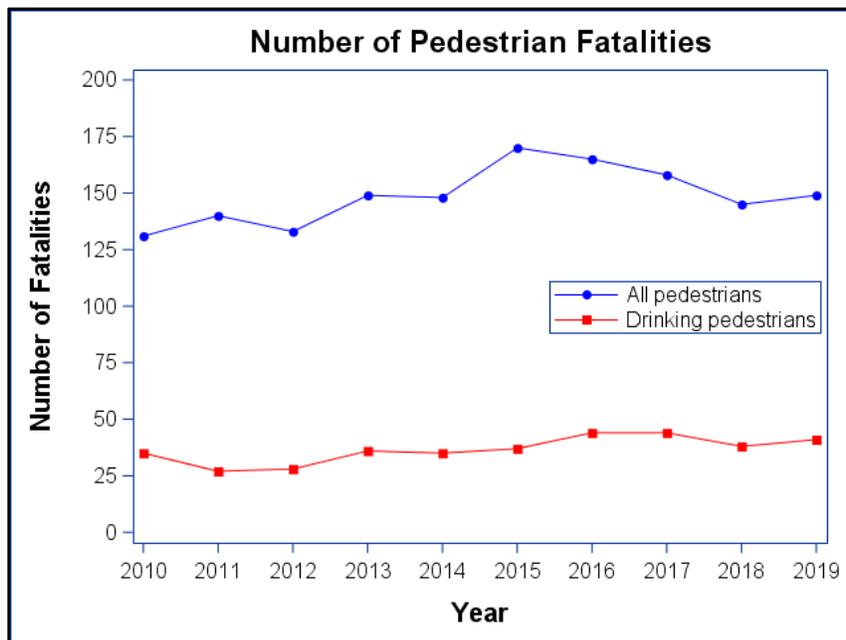
which tied 2010 for the ten-year low. In 2019 there were 12 fatalities in crashes involving drinking drivers age 65 and over, up one from 11 in 2018.

3.5 Drug-Involved Crashes



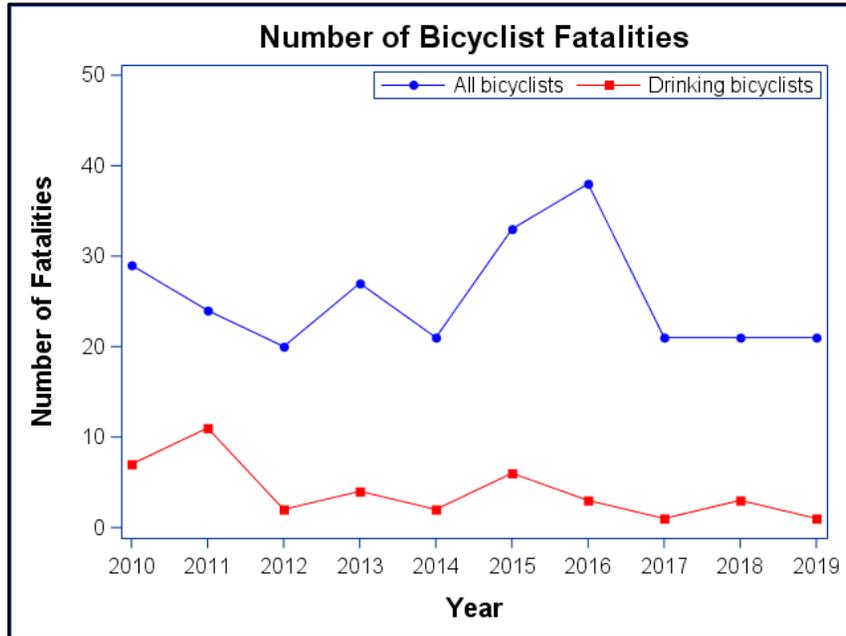
The chart above shows the reported number of fatalities in drug-involved crashes over the ten-year period. The drug-involved fatality count was 237 in 2019, the fourth straight year exceeding 200 fatalities. The higher numbers in recent years at least in part reflect more complete testing of driver drug use.

3.6 Pedestrian Fatalities



Over the past ten years, pedestrian fatalities peaked in 2015 with 170 (see chart on previous page). The number has generally declined since then, with 149 pedestrian fatalities in 2019. The trend is favorable, but the 2019 fatality number is still 13.7% above the 131 pedestrian fatalities in 2010. In 2019, 41 (27.5%) of the pedestrians killed had been drinking. The number of killed pedestrians who had been drinking was relatively stable over the ten-year time period, falling from 35 in 2010 to 27 in 2011, before rising to a peak of 44 in 2016 and 2017.

3.7 Bicyclist Fatalities



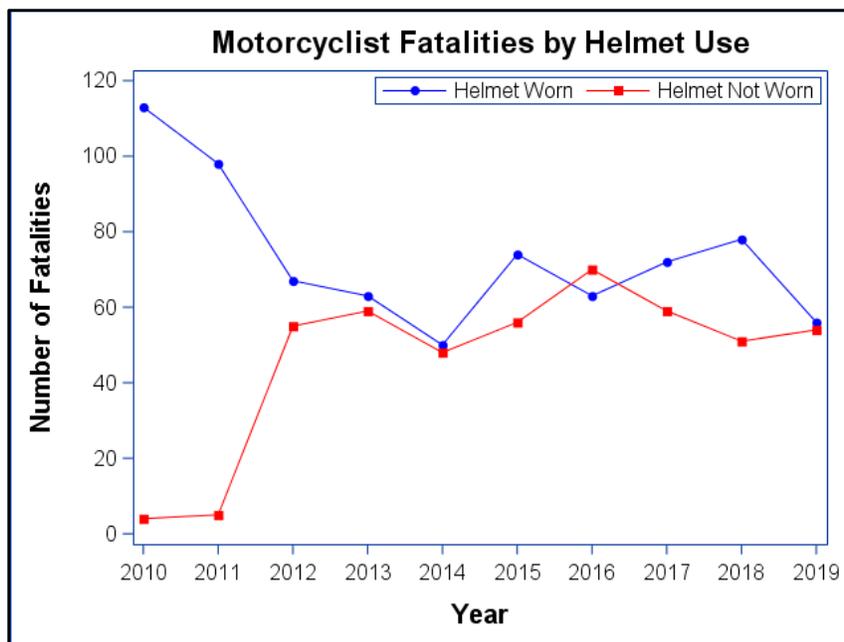
The number of bicyclist fatalities (chart above) has shown considerable variation over the past ten years, at least in part due to the small counts. The lowest number of bicyclist fatalities occurred in 2012 with 20, and the highest number was 38 in 2016. In each of the years 2017, 2018, and 2019 the number of bicyclist fatalities was 21. The number of killed bicyclists who had been drinking has been relatively low each year, apart from 11 fatalities in 2011. Just one of the 21 bicyclists who were killed in 2019 had been drinking.

3.8 Motorcyclists in Crashes

As shown in the table on the following page, a total of 3,083 motorcyclists were involved in crashes in Michigan in 2019, an increase of 2.4% from 3,012 motorcyclists in 2018. The 122 motorcyclists killed in crashes in 2019 was down 9.0% from 134 in 2018 and was the lowest motorcyclist fatality count since 107 in 2014. Suspected serious injuries among motorcyclists rose from 659 in 2018 to 683 in 2019, an increase of 3.6%.

Motorcyclists in Crashes by Injury Severity							
Year	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	No Injury (O)	Uncoded and Errors	Total
2010	125	629	1,184	851	874	78	3,741
2011	109	573	1,185	798	762	82	3,509
2012	129	655	1,295	920	858	91	3,948
2013	128	558	1,111	828	799	80	3,504
2014	107	510	1,038	761	779	63	3,258
2015	138	517	1,045	785	822	69	3,376
2016	141	659	1,183	780	835	113	3,711
2017	137	684	994	560	787	75	3,237
2018	134	659	1,005	496	638	80	3,012
2019	122	683	974	519	691	94	3,083
Total	1,270	6,127	11,014	7,298	7,845	825	34,379

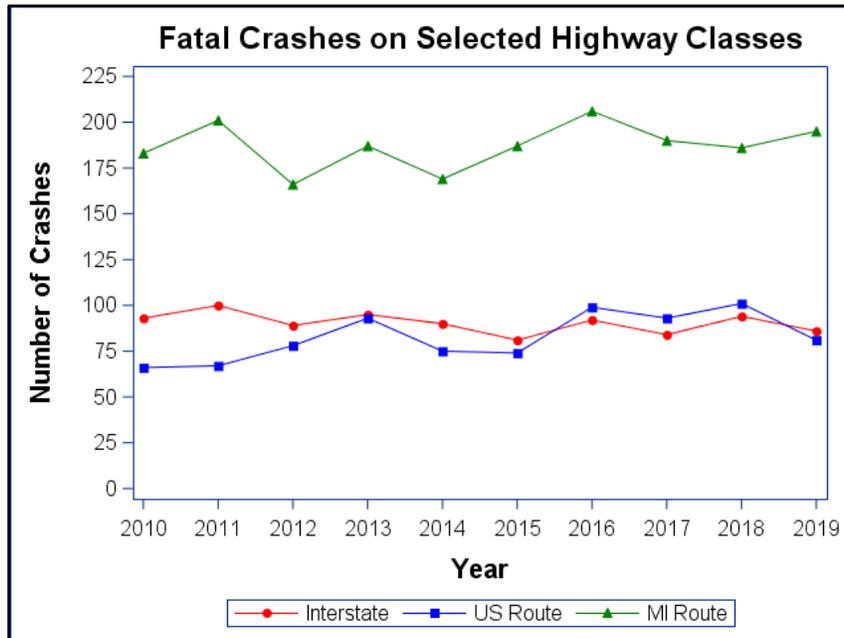
3.9 Helmet Use among Motorcyclist Fatalities



The chart above shows the number of fatally injured motorcyclists per year according to whether or not they were wearing a helmet at the time of the crash. The Michigan law mandating helmet use was repealed in April, 2012. In 2010 and 2011, the vast majority of motorcyclists who were killed in crashes were wearing a helmet, which is not surprising since helmets were legally required. Since 2012, the split between helmeted and unhelmeted riders has been much more even, with the number of unhelmeted motorcyclists who were killed actually exceeding those who were helmeted in 2016. In 2019, the numbers were very close, with 56 fatally injured motorcyclists who were helmeted and 54 who were not helmeted. Data used to generate the chart are shown in the table on the next page. Unknown helmet use cases were excluded.

Year	Helmet Use Among Fatally Injured Motorcyclists		
	Helmet Worn	Helmet Not Worn	Total
2010	113	4	117
2011	98	5	103
2012	67	55	122
2013	63	59	122
2014	50	48	98
2015	74	56	130
2016	63	70	133
2017	72	59	131
2018	78	51	129
2019	56	54	110
Total	734	461	1,195

3.10 Highway Class



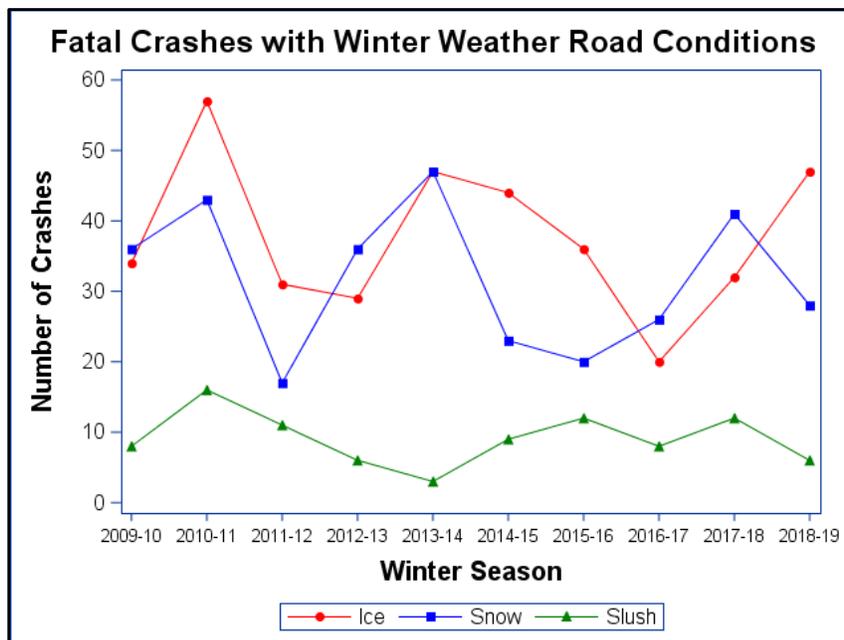
In 2019 in Michigan, 195 fatal crashes took place on Michigan routes, 86 took place on Interstates, and 81 occurred on US routes. The number of fatal crashes on Michigan routes rose 4.8% from 186 in 2018 to 195 in 2019. Conversely, the number of fatal crashes on Interstates and US routes decreased from 2018 to 2019. Interstate fatal crashes went from 94 to 86, and fatal crashes on US routes decreased from 101 to 81.

3.11 Fatalities by Highway Class

Fatalities by Highway Class											
Highway Class	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total Fatalities
Interstate route	100	106	94	104	98	95	104	96	101	92	990
U.S. route	73	77	86	99	84	76	109	111	116	88	919
Michigan route	195	218	185	202	186	199	222	207	205	221	2,040
Interstate business loop or spur	9	13	12	12	8	9	15	16	13	14	121
U.S. business route	8	4	5	7	6	4	3	2	2	4	45
Michigan business route	0	0	1	0	0	0	0	0	0	1	2
Connector	2	1	1	3	0	1	1	0	3	1	13
Not located	2	1	3	1	2	1	0	0	0	0	10
County road, city street, or unknown	548	469	549	523	492	578	610	596	534	564	5,463
Total Fatalities	937	889	936	951	876	963	1,064	1,028	974	985	9,603

The table above shows the fatality trends over the past ten years for all classes of highways in Michigan. From 2018 to 2019, fatalities on Interstates decreased 8.9%, fatalities on Michigan routes were up 7.8%, and fatalities in the category of county road, city street, or unknown rose 5.6%. In 2019, the majority of fatalities occurred in the county road/city street/unknown category (57.3%), followed by Michigan routes (22.4%), Interstates (9.3%), and U.S. routes (8.9%).

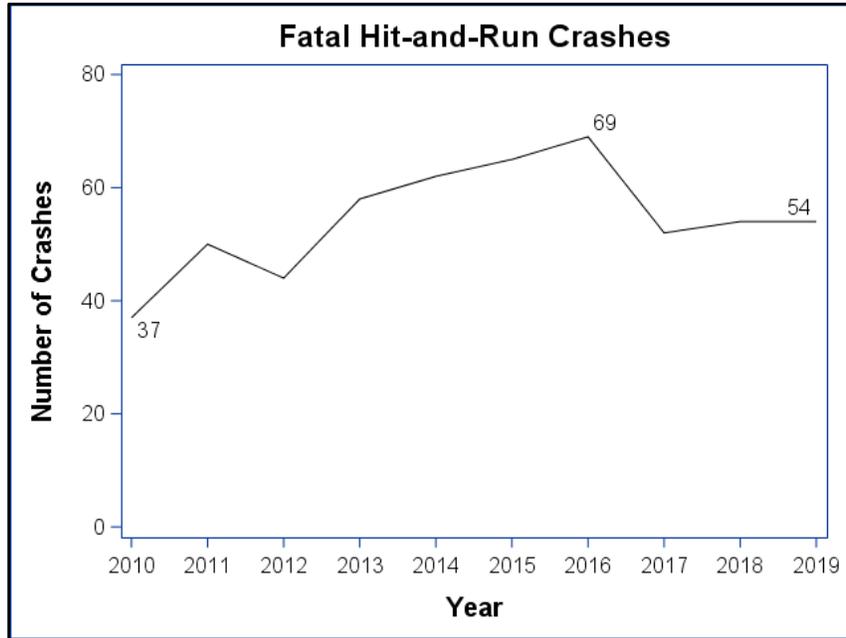
3.12 Winter Road Conditions



The chart above depicts fatal crashes that occurred under winter weather road conditions—ice, snow, or slush. The counts are presented according to winter season—October of one calendar year through April of the following calendar year. More fatal crashes occurred under icy or snowy road conditions than slushy conditions. Over the ten-year period, the peak number of fatal winter weather road condition crashes occurred in the winter of 2010-2011 with 116, and the lowest count was during the winter of

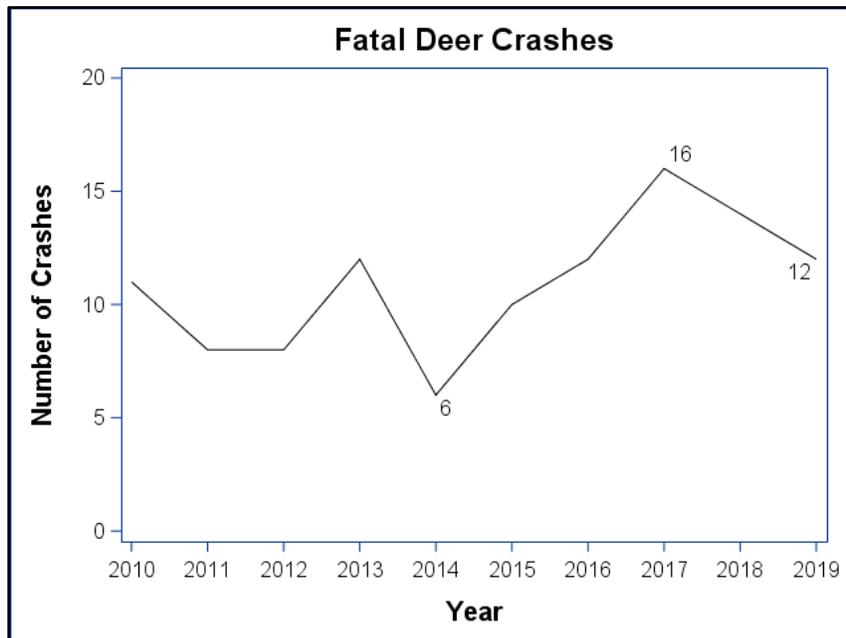
2016-2017 with 54. The winter of 2018-2019 had 81 fatal winter weather road condition crashes, 47 on icy roads, 28 on snowy roads, and six on slushy roads. Variability in weather produces high variability from year to year in this type of fatal crash. However, there does not appear to be any consistent direction of change over time.

3.13 Hit-and-Run



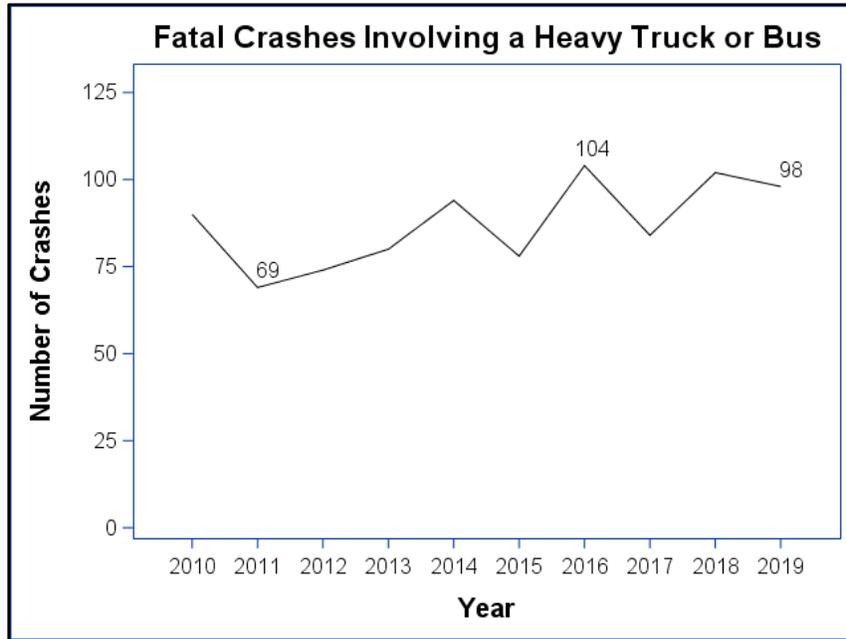
Over the last ten years, the number of fatal hit-and-run crashes has varied from 37 in 2010 to 69 in 2016. There were 54 fatal hit-and-run crashes in 2019, that same number that occurred in 2018.

3.14 Deer



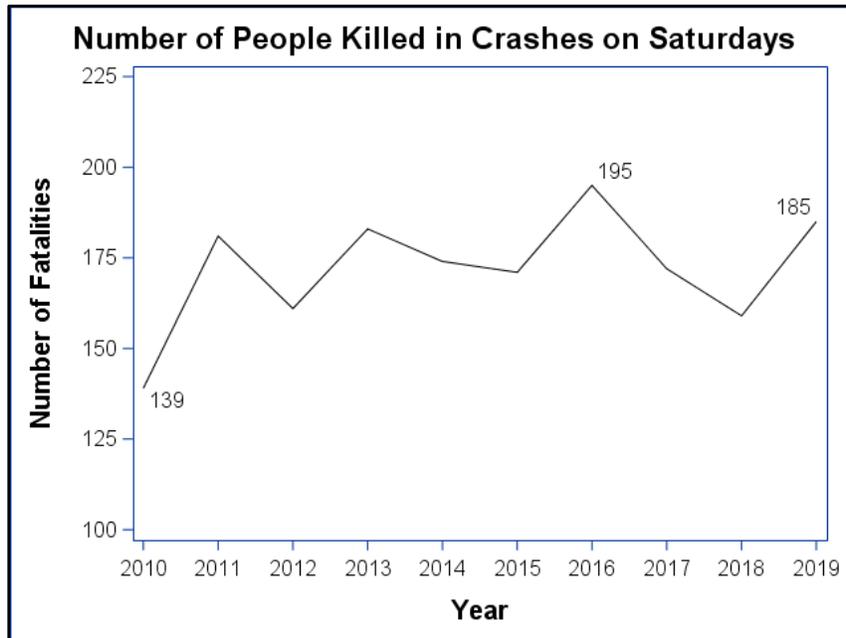
While traffic crashes involving a deer are relatively common in Michigan—55,531 such crashes occurred in 2019—they are rarely fatal. The number of deer crashes resulting in at least one fatality ranged from six to 16 per year over the ten-year period (chart on the bottom of the previous page). The tally for fatal deer crashes in 2019 was 12. Of all motor vehicles involved in fatal deer crashes over the past ten years, 53.3% (72 out of 128) were motorcycles.

3.15 Heavy Trucks/Buses

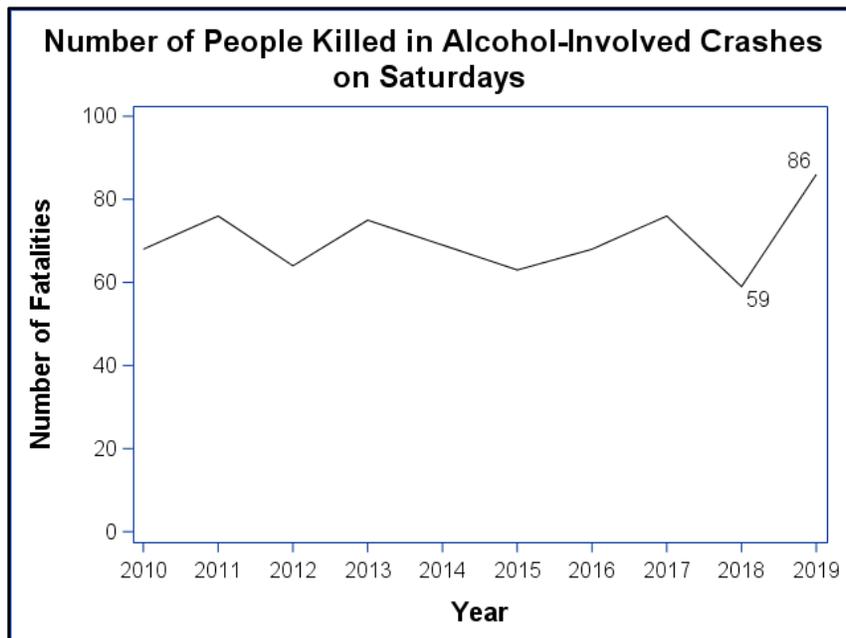


Over the past ten years, the highest number of fatal crashes involving a heavy truck or bus occurred in 2016 with 104, and the low was in 2011 with 69 (chart above). There were 98 fatal crashes involving a heavy truck or bus in 2019.

3.16 Saturdays



Over the past ten years, more fatalities on the roads have occurred on Saturdays than any other day of the week. From 2010 to 2019, an average of about 172 fatalities per year took place on Saturdays, around 150 on Sundays and Fridays, and from about 119 to 126 on each of the other days of the week. During this time period, the peak number of Saturday fatalities occurred in 2016 with 195, and the low was in 2010 with 139 (see chart above). The 185 fatalities on Saturday in 2019 reflected a rise of 16.4% from the 159 Saturday fatalities in 2018.



The lowest number of fatalities in alcohol-involved crashes on Saturdays over the past ten years was in 2018 with 59. This number increased 45.8% to 86 fatalities in 2019, which was the highest number in the

last ten years (chart on bottom of previous page). Out of all fatalities in Saturday crashes in 2019, 46.5% involved alcohol, which was the greatest share since the 48.9% of Saturday fatalities involving alcohol in 2010. For comparison, 29.9% of all fatalities in 2019 involved alcohol. Sunday was the day of the week with the second-highest share of fatalities involving alcohol with 37.5%.

4.0 End Tables

The table on the following page shows some summary statistics about fatal crashes. The first row of the table indicates the number of all fatal crashes each year from 2015 through 2019, the percent change in the counts from one year to the next, and the percent change from 2015 to 2019. Cells indicating an increase are shaded red, and cells representing a decrease are shaded green. The subsequent rows of the table are subsets of the entire fatal crash population, such as fatal crashes involving alcohol, fatal crashes resulting from a head-on collision, and fatal crashes taking place on wet roads. The following table has similar statistics for fatalities.

Number of Fatal Crashes 2015-2019

Number of Fatal Crashes by Category	2015	2016	2017	2018	2019	2015-2016 Percent Change	2016-2017 Percent Change	2017-2018 Percent Change	2018-2019 Percent Change	2015-2019 Percent Change
All fatal crashes	893	980	937	905	902	9.7%	-4.4%	-3.4%	-0.3%	1.0%
Alcohol-involved	271	254	320	287	266	-6.3%	26.0%	-10.3%	-7.3%	-1.8%
Drug-involved	159	216	221	220	214	35.8%	2.3%	-0.5%	-2.7%	34.6%
Construction/maintenance zone	11	16	21	15	14	45.5%	31.3%	-28.6%	-6.7%	27.3%
Head-on crashes	103	115	100	99	114	11.7%	-13.0%	-1.0%	15.2%	10.7%
Bicyclist-involved	34	33	21	23	21	-2.9%	-36.4%	9.5%	-8.7%	-38.2%
Farm equipment-involved	4	2	1	2	5	-50.0%	-50.0%	100.0%	150.0%	25.0%
Hit-and-run	65	69	52	54	54	6.2%	-24.6%	3.8%	0.0%	-16.9%
Lane departure - multiple vehicle	105	118	98	103	109	12.4%	-16.9%	5.1%	5.8%	3.8%
Lane departure - parked vehicle	8	12	6	4	11	50.0%	-50.0%	-33.3%	175.0%	37.5%
Motorcycle-involved	133	138	131	126	116	3.8%	-5.1%	-3.8%	-7.9%	-12.8%
Pedestrian-involved	168	164	156	145	143	-2.4%	-4.9%	-7.1%	-1.4%	-14.9%
Truck- or bus-involved	78	104	84	102	98	33.3%	-19.2%	21.4%	-3.9%	25.6%
Saturday/Sunday	294	320	286	308	295	8.8%	-10.6%	7.7%	-4.2%	0.3%
US route	74	99	93	101	81	33.8%	-6.1%	8.6%	-19.8%	9.5%
Interstate route	81	92	84	94	86	13.6%	-8.7%	11.9%	-8.5%	6.2%
County road, city street, or unknown	536	565	554	505	521	5.4%	-1.9%	-8.8%	3.2%	-2.8%
Dark unlighted	235	243	248	255	237	3.4%	2.1%	2.8%	-7.1%	0.9%
Two traffic lanes	550	573	576	555	543	4.2%	0.5%	-3.6%	-2.2%	-1.3%
Dry road	699	741	700	676	657	6.0%	-5.5%	-3.4%	-2.8%	-6.0%
Wet road	119	126	148	129	146	5.9%	17.5%	-12.8%	13.2%	22.7%
Icy road	35	40	25	32	44	14.3%	-37.5%	28.0%	37.5%	25.7%
Snowy road	19	34	28	33	26	78.9%	-17.6%	17.9%	-21.2%	36.8%

Fatal Crash Report 2019

Number of Fatalities 2015-2019

Number of Fatalities by Category	2015	2016	2017	2018	2019	2015-2016 Percent Change	2016-2017 Percent Change	2017-2018 Percent Change	2018-2019 Percent Change	2015-2019 Percent Change
All fatalities	963	1,064	1,028	974	985	10.5%	-3.4%	-5.3%	1.1%	2.3%
Alcohol-involved	303	274	359	315	295	-9.6%	31.0%	-12.3%	-6.3%	-2.6%
Drug-involved	179	239	246	247	237	33.5%	2.9%	0.4%	-4.0%	32.4%
Construction/maintenance zone	15	17	23	16	15	13.3%	35.3%	-30.4%	-6.3%	0.0%
Head-on crashes	125	137	119	109	138	9.6%	-13.1%	-8.4%	26.6%	10.4%
Bicyclist fatalities	33	38	21	21	21	15.2%	-44.7%	0.0%	0.0%	-36.4%
Farm equipment-involved	4	2	1	2	6	-50.0%	-50.0%	100.0%	200.0%	50.0%
Hit-and-run	68	75	55	56	57	10.3%	-26.7%	1.8%	1.8%	-16.2%
Lane departure - multiple vehicle	126	140	118	112	132	11.1%	-15.7%	-5.1%	17.9%	4.8%
Lane departure - parked vehicle	10	14	6	5	11	40.0%	-57.1%	-16.7%	120.0%	10.0%
Motorcyclist fatalities	138	141	137	134	122	2.2%	-2.8%	-2.2%	-9.0%	-11.6%
Pedestrian fatalities	170	165	158	145	149	-2.9%	-4.2%	-8.2%	2.8%	-12.4%
Truck- or bus-involved	85	120	95	112	106	41.2%	-20.8%	17.9%	-5.4%	24.7%
Saturday/Sunday	326	351	322	334	329	7.7%	-8.3%	3.7%	-1.5%	0.9%
US route	76	109	111	116	88	43.4%	1.8%	4.5%	-24.1%	15.8%
Interstate route	95	104	96	101	92	9.5%	-7.7%	5.2%	-8.9%	-3.2%
County road, city street, or unknown	578	610	596	533	564	5.5%	-2.3%	-10.6%	5.8%	-2.4%
Dark unlighted	248	258	269	267	260	4.0%	4.3%	-0.7%	-2.6%	4.8%
Two traffic lanes	592	629	634	597	596	6.3%	0.8%	-5.8%	-0.2%	0.7%
Dry road	753	803	767	735	723	6.6%	-4.5%	-4.2%	-1.6%	-4.0%
Wet road	127	133	163	135	154	4.7%	22.6%	-17.2%	14.1%	21.3%
Icy road	40	50	29	32	48	25.0%	-42.0%	10.3%	50.0%	20.0%
Snowy road	21	36	30	37	31	71.4%	-16.7%	23.3%	-16.2%	47.6%

Fatal Crash Report 2019