Michigan Fatal Crash Trend Report: 2020 Edition

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Special Note

The Michigan Office of Highway Safety Planning and the University of Michigan Transportation Research Institute acknowledge the differences in traffic and commuting patterns in 2020 due to the COVID-19 pandemic. Travel restrictions from the "Stay Home, Stay Safe" Executive Order (EO 2020-21) were initially in place starting on March 24, 2020. That order was then extended through additional executive orders. The stay-at-home order was officially lifted June 1, 2020.

Overall, the total number of police-reported crashes on Michigan roadways decreased by 21.93 percent, declining from 314,376 in 2019 to 245,432 in 2020. The 2020 fatality count was 1,083, up 9.95 percent from the 2019 figure of 985. Compared with 2019, people sustaining injuries were down 18.65 percent. Vehicle miles traveled, licensed drivers, and vehicle registrations decreased in 2020: vehicle miles traveled decreased 15.53 percent to 86.31 billion, motor vehicle registrations were down 0.49 percent to 9.04 million, and the number of licensed drivers was down 1.86 percent to 7.12 million. The increased fatality count in combination with the reduction of the exposure factors contributed to the fatality rate of 1.25 per 100 million miles of travel, a 30.16 percent increase from 2019 (0.96 per 100 million miles). The 2020 fatality rate is also above the 10-year (2011-2020) average of 1.01 fatalities per 100 million miles.

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 2020. The number of fatal crashes and fatalities in 2020 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.

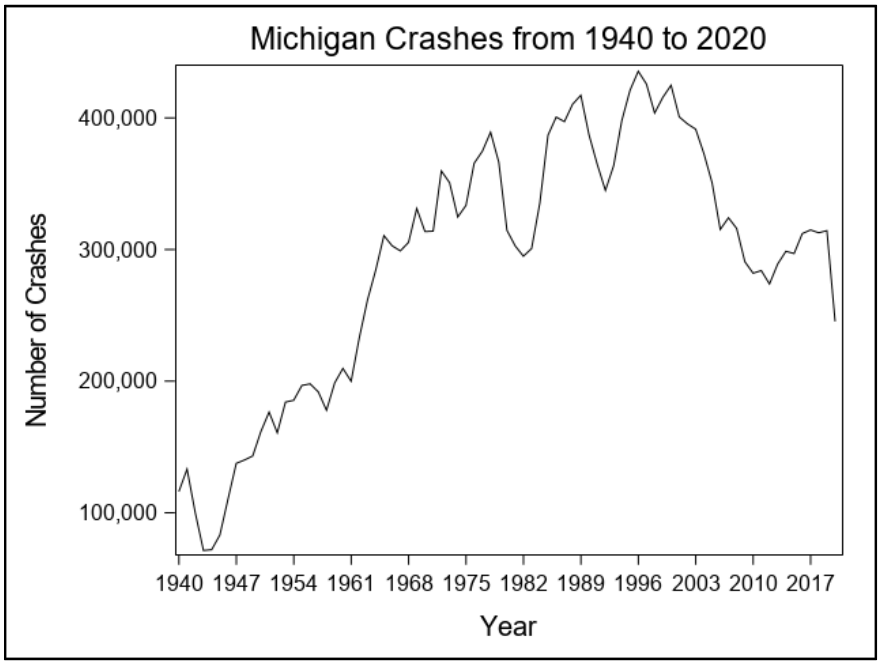
Fatal crash and fatality trends are primarily examined in five- and 10-year blocks in this report, but the report begins with a broader historical context. Of note is how much safer Michigan roads have become over the past fifty years. Traffic fatalities in Michigan peaked in 1969 with 2,487 but declined 56.5% to 1,083 in 2020.

Some findings about the fatal traffic crash experience in Michigan in 2020 include:

- 1,083 people were killed in 1,010 fatal crashes, compared with 985 people killed in 902 fatal crashes in 2019.
- 326 people died in alcohol-involved crashes, and 267 died in drug-involved crashes. These two groups of fatalities overlapped—140 people were killed in crashes that involved *both* alcohol and drugs.
- Alcohol was involved in about 30.0% of fatal crashes, compared with 3.7% of all crashes.
- 92 fatal crashes involved a driver age 18 to 20, and 110 fatal crashes involved a driver age 65 to 74.
- 228 of the motor vehicle occupants who were killed were not wearing seat belts, which is 26.2% of all motor vehicle occupants who were killed. Only 1.2% of all crash-involved motor vehicle occupants were unbelted.
- 200 people died in crashes where at least one driver was speeding. Speeding was involved in 18.3% of fatal crashes and 9.1% of all crashes.
- 175 pedestrians were killed, and police reports indicate that 32 of these pedestrians had been drinking at the time of the crash. Pedestrians were involved in 17.1% of fatal crashes, compared with 0.7% of all crashes.
- 38 bicyclists were killed, and 4 bicyclists were reported to have been drinking.
- 152 motorcyclists were killed, 65 of whom were not wearing a helmet.
- 222 fatal crashes occurred on Michigan routes, 94 on Interstates, and 83 on US routes.
- 85 fatal crashes were hit-and-run.
- 77 fatal crashes involved a heavy truck or bus. Heavy trucks/buses were involved in 7.6% of fatal crashes and 4.6% of all crashes.

2.0 Observed Trends

2.1 Number of Crashes



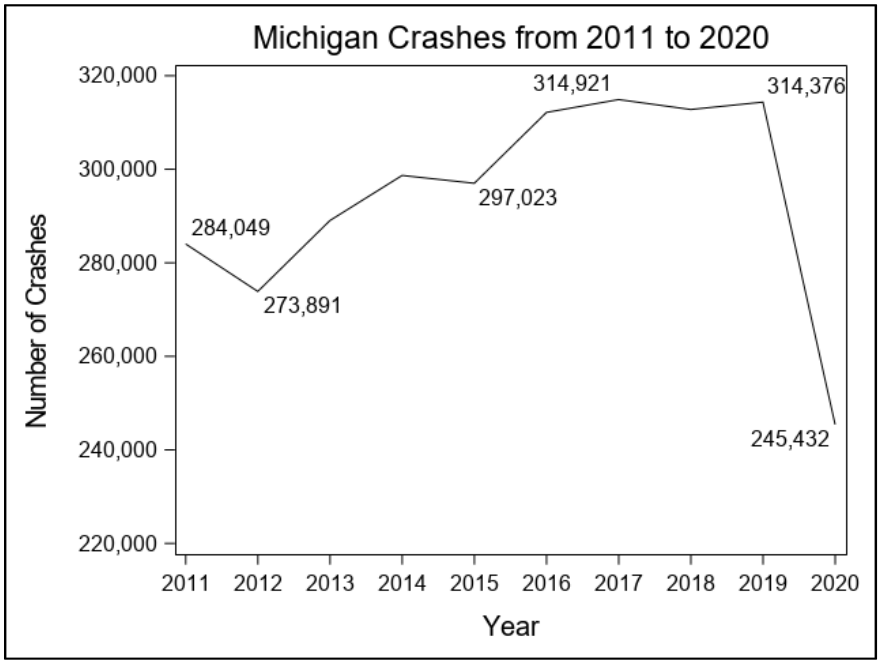
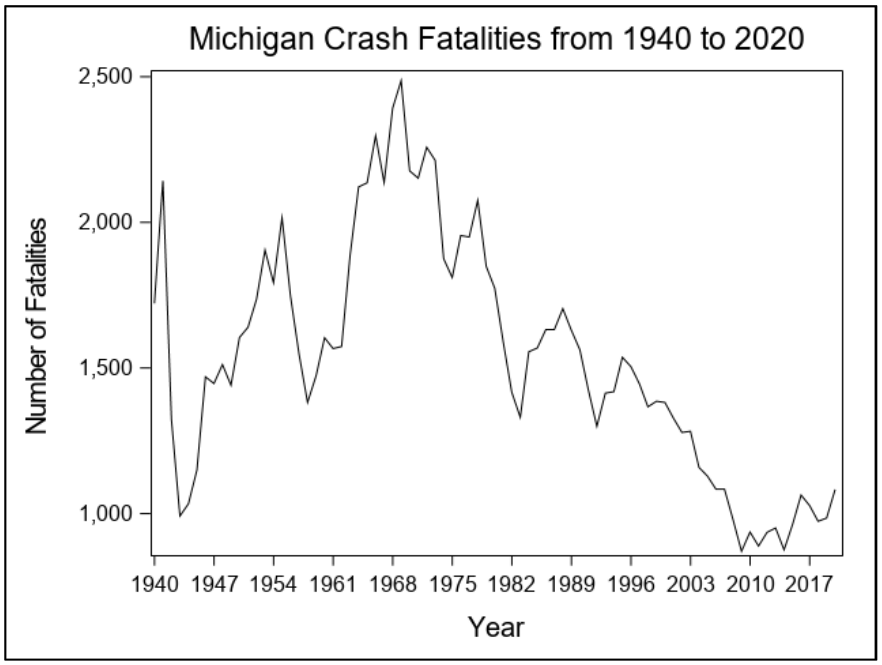
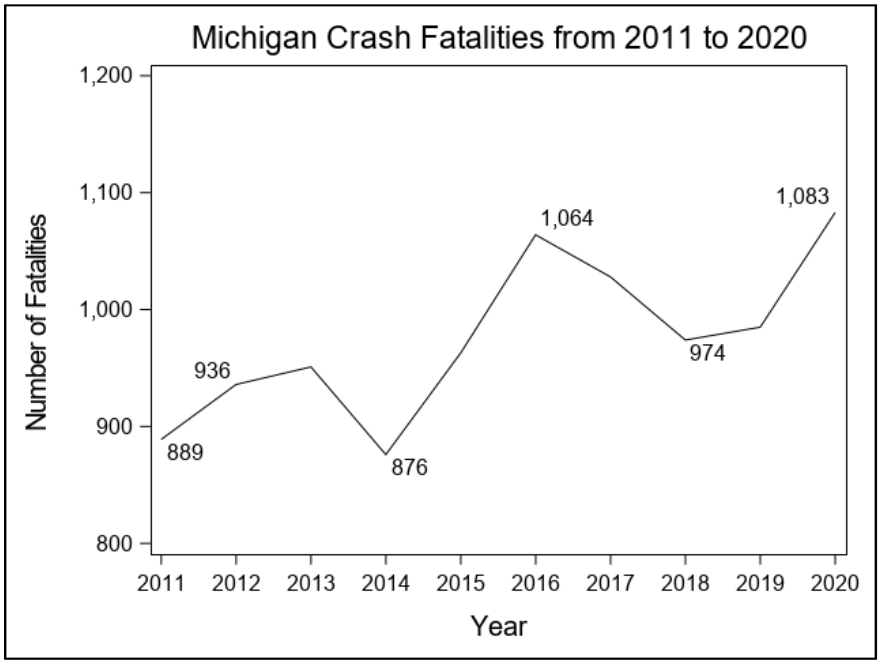


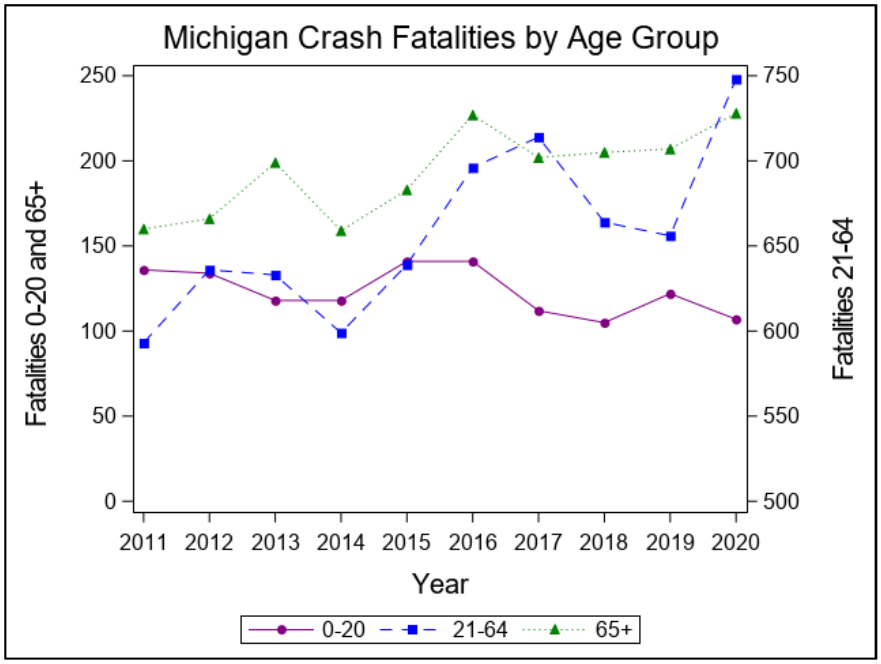
Figure 1 in this section shows the total number of crashes of all severity levels in Michigan from 1940 to 2020. Crashes peaked in 1996 with 435,477. Figure 2 only displays the 10-year period from 2011 to 2020. The total number of crashes in Michigan decreased from 314,376 in 2019 to 245,432 in 2020 (21.9%).

2.2 Number of Fatalities





When looking at fatalities in traffic crashes, Figure 3 above shows the total number of crash fatalities in Michigan from 1940 to 2020. Fatalities reached their highest number in 1969 with 2,487 and have shown a general decrease since then. Figure 4 shows fatalities from 2011 to 2020 only. The peak number of fatalities over the 10-year period was in 2020. There was a 9.9 percent increase in the fatality count from 985 in 2-10 to 1,083 in 2020.



The 10-year fatality trend according to the age of the people killed in crashes is shown in Figure 5. Fatalities for the youngest age group (purple solid line) and oldest age group (green dotted line) are plotted against the left axis. Fatalities for people 21 to 64 (blue dashed line) are plotted on the right axis. In 2020, 107 people under the age of 21 were killed. This is down from 122 fatalities in 2019, a decrease of 12.3 percent. The 2020 count of 107 fatalities is the second lowest over the 10-year period, with 105 fatalities in 2018 as the highest count. The number of people age 21 to 64 who were killed has generally increased over the 10-year time period. The peak number of fatalities was 748 in 2020, which is an increase of 14.0 percent from the 2019 count of 656 fatalities. The number of fatalities among people 65 and older has also risen in recent years and has topped 200 deaths in each of the last five years, reaching the highest count at 228 in 2020. This was a 10.1 percent increase from the 2019 fatality count of 207.

3.0 Fatal Crashes and Fatalities by Factors of Interest

3.1 Driver Age

Table 1. Young Driver Fatal Crashes by Age Group

Fatal Crashes Involving Young Drivers									
Age Group	2016	2017	2018	2019	2020	2016-2017 Percent Change	2017-2018 Percent Change	2018-2019 Percent Change	2019-2020 Percent Change
Driver Age 15-17	37	32	22	23	32	-13.5%	-31.3%	4.5%	39.1%
Driver Age 18-20	98	85	76	98	92	-13.3%	-10.6%	28.9%	-6.1%
Driver Age 21-24	151	163	126	118	138	7.9%	-22.7%	-6.3%	16.9%

Table 1 shows the number of fatal crashes for young driver age groups from 2016 to 2020, 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 and drivers 21-24 has trended down over the past five years. However, both age groups had an increase in 2020. The number of fatal crashes involving drivers 18-20 decreased from 2016 through 2018, but the 98 fatal crashes involving this age group in 2019 is a 28.9 percent increase from 2018 and matches the five-year high from 2016. The 2020 count of 92 is a decrease of 6.1 percent from 2019.

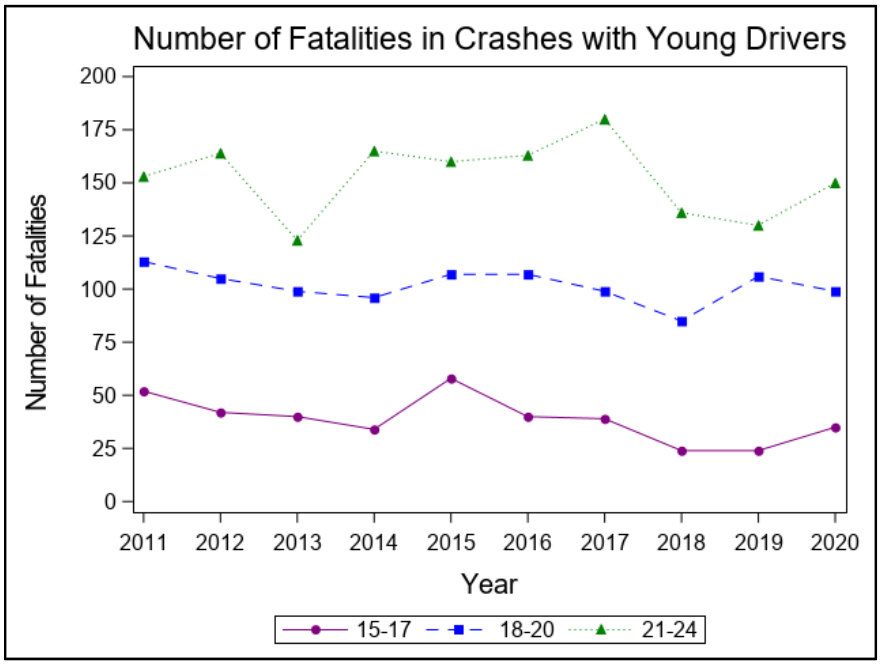


Figure 6 – Young Driver Motor Vehicle Fatalities by Age Group

Figure 6 above 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 32.7% from 52 in 2011 to 35 in 2020. Fatalities in crashes with drivers age 18 to 20 decreased to 99 in 2020, down 12.4% from 113 in 2011. Fatalities in crashes with a driver age 21-24 peaked in 2017 with 180. The 2020 fatality count of 150 for fatalities in crashes with a driver age 21-24 is a 2.0% decrease from the 153 fatalities in 2011.

Table 2. Senior Driver Fatal Motor Vehicle Crashes by Age Group

Fatal Crashes Involving Senior Drivers									
Age Group	2016	2017	2018	2019	2020	2016-2017 Percent Change	2017-2018 Percent Change	2018-2019 Percent Change	2019-2020 Percent Change
Driver Age 60-64	115	86	88	90	85	-25.2%	2.3%	2.3%	-5.6%
Driver Age 65-74	108	123	119	96	110	13.9%	-3.3%	-19.3%	14.6%
Driver Age 75-84	69	57	68	86	73	-17.4%	19.3%	26.5%	-15.1%
Driver Age 85+	41	38	41	31	33	-7.3%	7.9%	-24.4%	6.5%

Table 2 displays the data for fatal crashes involving senior drivers divided into four age groups. The number of fatal crashes involving the youngest group of senior drivers, age 60-64, has been stable over the past five years, apart from a peak of 115 in 2016. At 85 fatal crashes, the 2020 count is the lowest during the five-year period. 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. In 2020, the count increased again to 110 (14.6%). Conversely, drivers age 75-84 were in 86 fatal crashes in 2019, the highest during the five-year period. This group decreased to 73 in 2020 (-15.1%). The oldest group of senior drivers, age 85 and over, were involved in 33 fatal crashes in 2020, up 6.5% from 31 fatal crashes in 2019, but down 19.5 percent from the five-year high of 41 fatal crashes in both 2016 and 2018. Again, the age groups are not mutually exclusive, and some fatal crashes may be included in both the young driver table and the senior driver table.

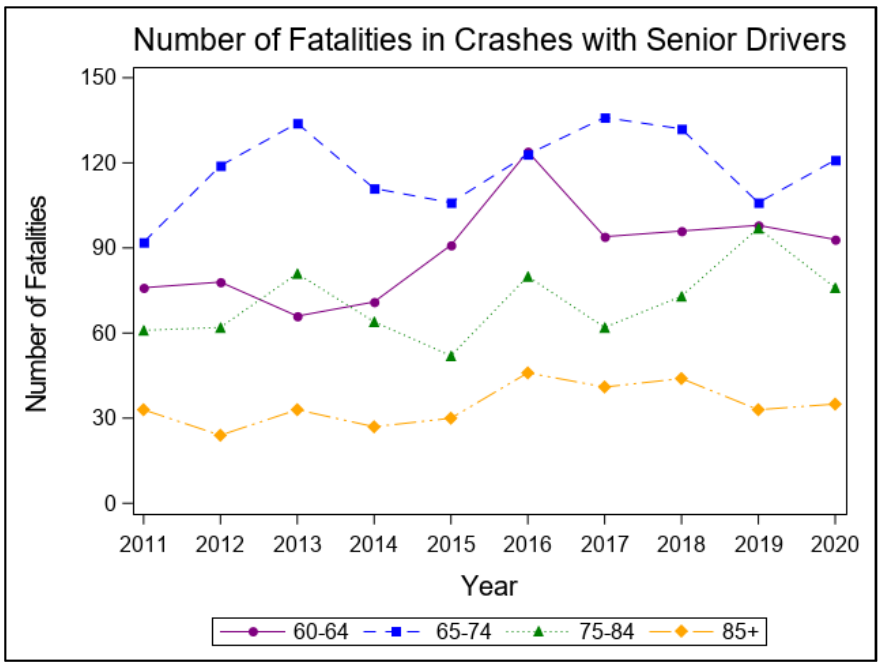


Figure 7 – Senior Driver Motor Vehicle Fatalities by Age Group

Figure 7 shows the number of fatalities that occurred in crashes involving a senior driver in each of the driver age groups defined above. Again, the age groups do not necessarily reflect the ages of the fatality victims. Both the 60-64 and the 75-84 senior driver age groups showed a decrease in the number of crash fatalities from 2019 to 2020. Each of the four age groups showed an increase over the 10-year period. Fatalities in crashes involving a driver 60-64 peaked in 2016 with 124 but have declined since then, with 93 fatalities in 2020. There were more than 130 fatalities in crashes involving a driver 65-74 in 2013, 2017, and 2018, but this number fell to 121 in 2020. Fatalities in crashes involving a driver 75-84 decreased from a 10-year high of 97 in 2019 to 76 in 2020. Finally, the 2020 fatality count of 35 for drivers 85 and over is an increase from the 2019 count of 33 but is a decrease from the 10-year high of 46 in 2016.

3.2 Belt Use

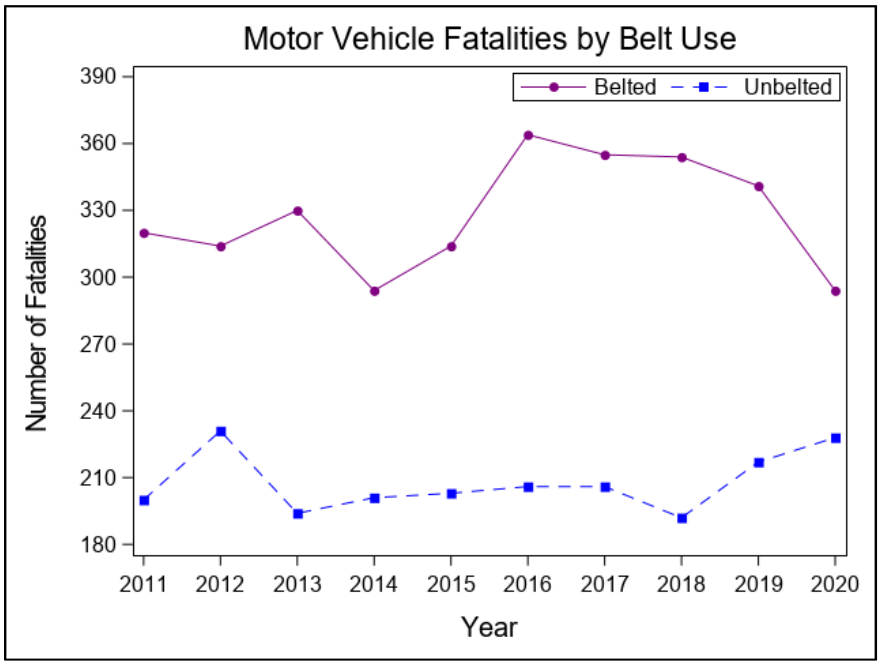


Figure 8 – Motor Vehicle Fatalities by Seat Belt Use

The number of occupants of motor vehicles who were killed each year according to belt use status is displayed in Figure 8. Belted occupants were those who were wearing a lap belt, a shoulder belt, both lap and shoulder belts, or who were coded "restraint failure." 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 10-year period, the number of unbelted fatalities had been relatively constant with the exception of 2012, before rising 13.0% from 192 fatalities in 2018 to 217 fatalities in 2019. In 2020, the unbelted fatality count increased again, this time to 228 fatalities, a 5.1% increase from 2019. There were 294 belted fatalities in 2020, which is down 19.2% from the peak of 364 belted fatalities in 2016 and also down 8.1% from 320 belted fatalities in 2011. 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 2020, 98.5% of all crash-involved motor vehicle occupants were belted, and 1.5% were unbelted.

3.3 Speeding

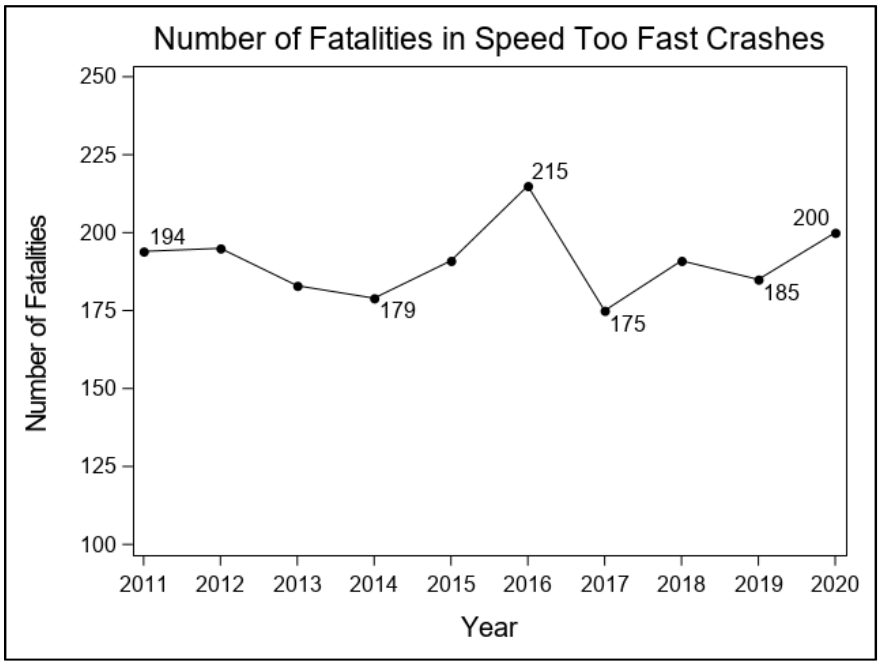


Figure 9 – Fatalities in Crashes Where a Motor Vehicle Driver was Speeding

In the last 10 years, 14,451 motor vehicles were involved in fatal crashes in Michigan. The most common hazardous action coded for these drivers was speed too fast, representing 1,794 drivers in 1,756 fatal crashes from 2011 to 2020. Figure 9 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 200 speed-related fatalities that took place in 2020 were an 8.1 percent increase from the 2019 count of 185. The 2020 count was slightly higher than the annual average of 191 speed-related fatalities per year from 2011 to 2020. Alcohol was involved in the crash in an average of 74 (38.9 percent) of these speed-related fatalities each year.

3.4 Alcohol-Involved Crashes

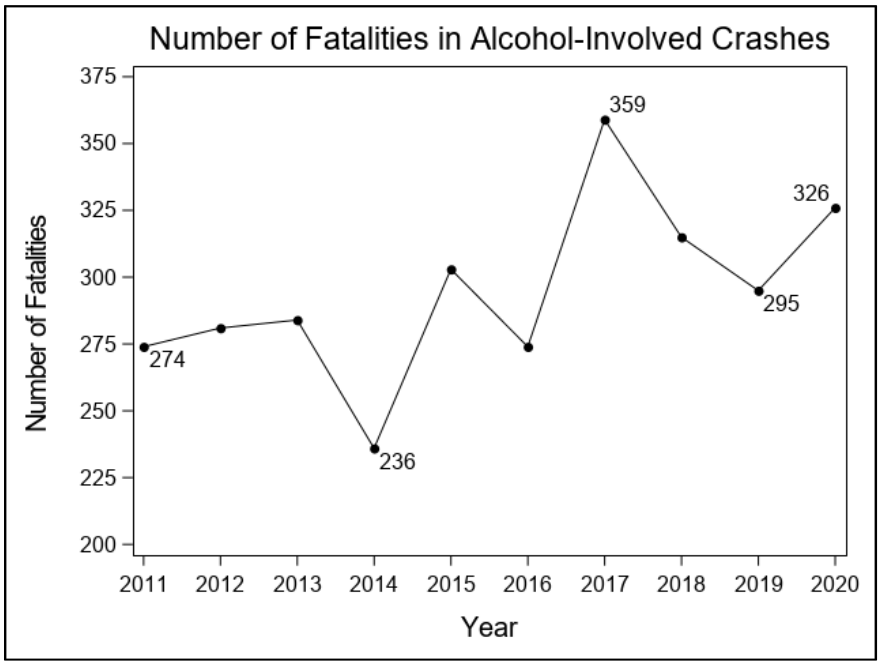


Figure 10 – Fatalities in Alcohol-Involved Motor Vehicle Crashes

Figure 10 shows the number of fatalities in alcohol-involved crashes. Over the last 10 years, the highest number of fatalities in alcohol-involved crashes occurred in 2017 with 359, and the lowest was 236 in 2014. The 2020 total of 326 fatalities was an increase of 10.5% from the 2019 count of 295 but was still below the 2017 peak of 359 fatalities. For both 2020 and for the 10-year period as a whole, about 30% of all fatalities stemmed from alcohol-involved crashes.

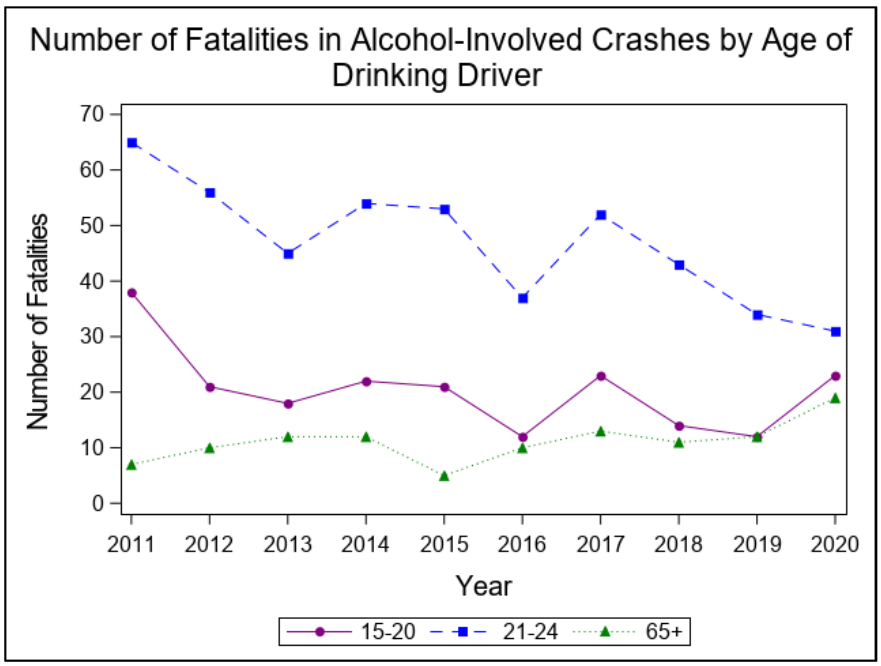


Figure 11 – Fatalities in Alcohol-Involved Motor Vehicle Crashes by Driver Age

Figure 11 depicts 10-year trends for number of fatalities in alcohol-involved crashes according to three age groups of the drinking driver. In 2020, there were 23 fatalities in crashes involving drinking drivers age 15 to 20. This tied the count of 2017 fatalities over the 10-year period, and both were second to the high of 38 fatalities in 2011. In crashes involving at least one young driver age 21 to 24 who had been drinking in 2020, there were 31 fatalities, which was the lowest count over the 10-year period and down 8.8% from the 2019 count of 34. In 2020, there were 19 fatalities in crashes involving drinking drivers age 65 and over, up 58.3% from 12 in 2019 and the highest in 10 years.

3.5 Drug-Involved Crashes

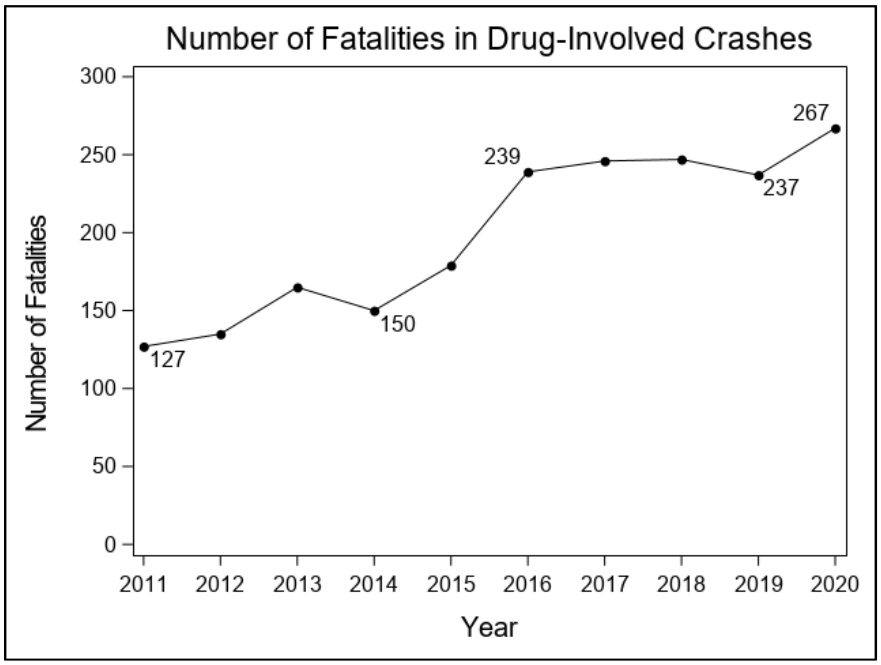


Figure 12 – Fatalities in Drug-Involved Motor Vehicle Crashes

Figure 12 shows the reported number of fatalities in drug-involved crashes over the 10-year period and the increasing trend of these fatalities. The drug-involved fatality count was 267 in 2020, the highest over the 10-year period and an increase of 12.7% from 237 fatalities in 2019. Drugs were involved in 24.7% of fatalities resulting from crashes in 2020. The higher numbers starting in 2016 partially reflect more thorough testing and data collection of driver drug use in Michigan crashes.

3.6 Pedestrian Fatalities

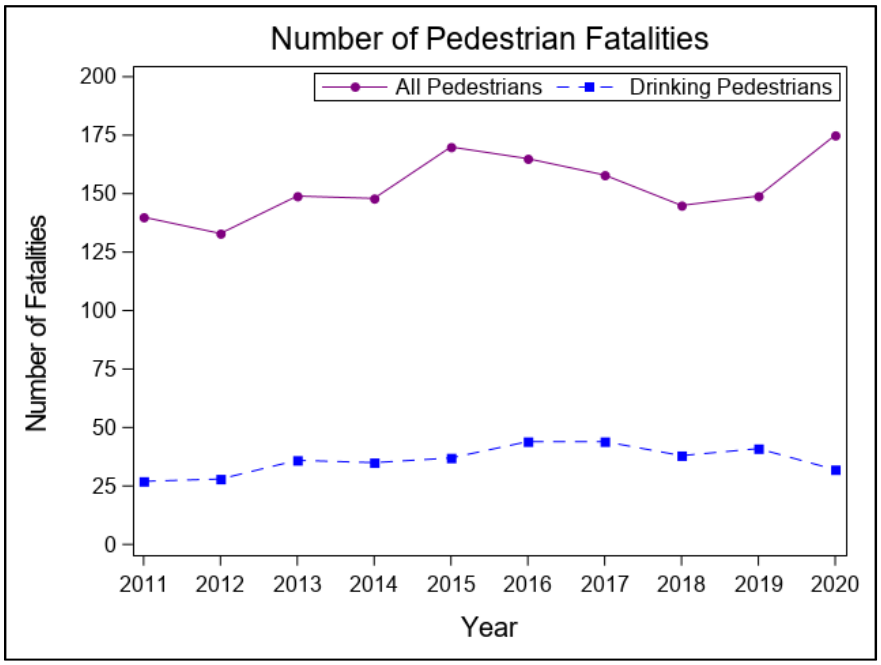


Figure 13 – Pedestrian Fatalities in Motor Vehicle Crashes

The number of total pedestrian fatalities and the number of drinking pedestrian fatalities are both displayed in Figure 13. Over the past 10 years, pedestrian fatalities peaked in 2020 with 175, a 17.4% increase from the 2019 count of 149. The number generally declined from the previous 10-year high of 170 pedestrian fatalities in 2015 through 2019. In 2020, 32 (18.3%) of the pedestrians killed had been drinking. The number of killed pedestrians who had been drinking has decreased slightly from a peak of 44 in 2016 and 2017.

3.7 Bicyclist Fatalities

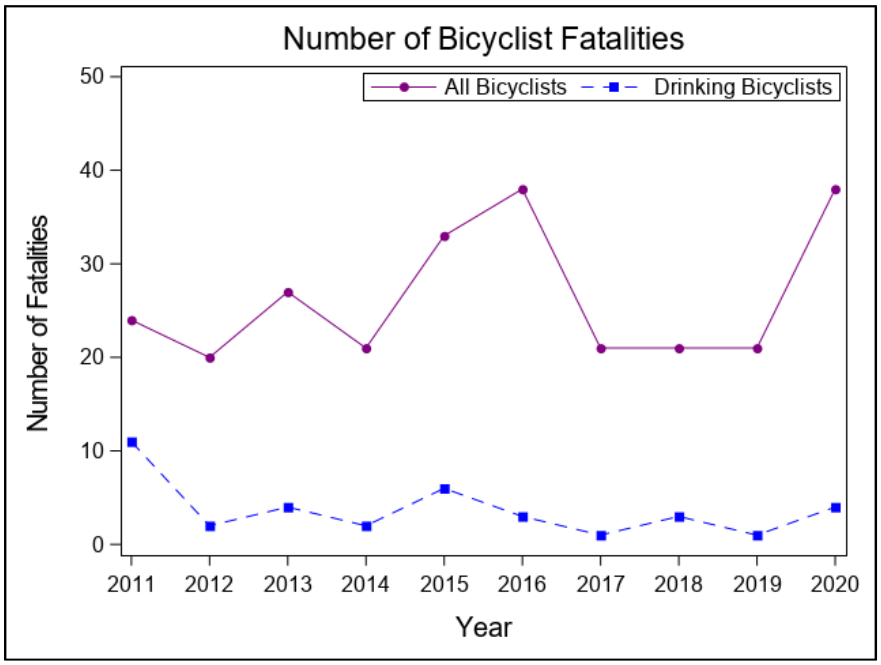


Figure 14 – Bicyclist Fatalities in Motor Vehicle Crashes

Figure 14 shows the total bicyclist fatalities and drinking bicyclist fatalities on the same graph. The number of bicyclist fatalities has shown considerable variation over the past 10 years, at least in part due to small fatality counts. The lowest number of bicyclist fatalities occurred in 2012 with 20, and the highest number was 38 in both 2016 and 2020. In each of the years 2017, 2018, and 2019 the number of bicyclist fatalities was 21, leading to an 81.0% increase to the 2020 fatality count. The number of killed bicyclists who had been drinking has been relatively low each year, apart from the high of 11 fatalities in 2011. Four of the 38 bicyclists who were killed in 2020 had been drinking (10.5%).

3.8 Motorcyclists in Crashes

Figure 15 shows the number of motorcyclist fatalities from 2011 through 2020. The count of 152 motorcyclists killed in crashes in 2020 was up 24.6% from 122 in 2019 and was the highest motorcyclist fatality count over the 10-year period. The lowest fatality count during the same timeframe occurred during 2014 with 107 fatalities.

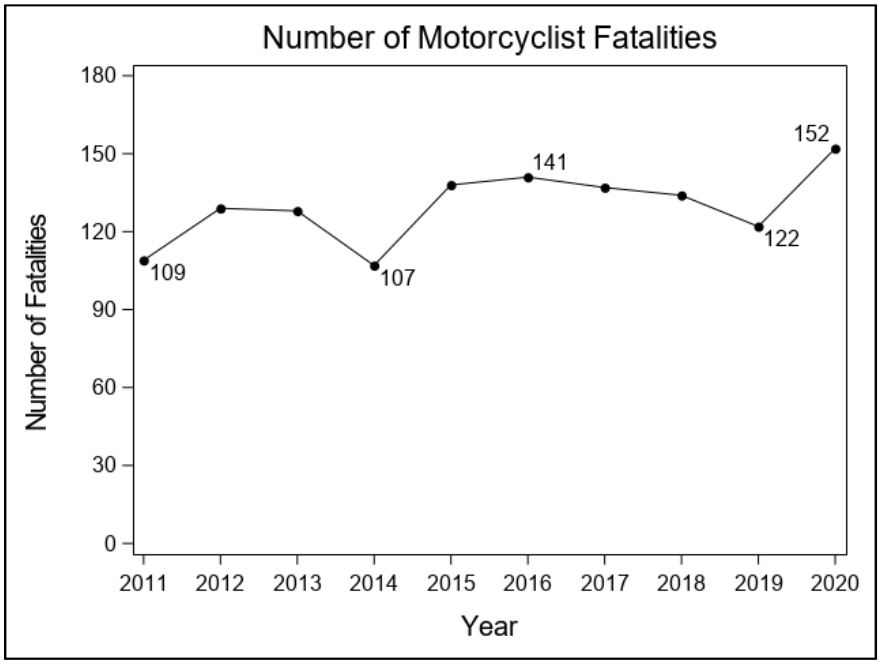


Figure 15 – Motorcyclist Fatalities in Motor Vehicle Crashes

Table 3. Motorcyclists in Crashes by Injury Severity

Motorcyclists in Crashes by Injury Severity							
Year	Fatalities (K)	Suspected Serious Injuries (A)	Suspected Minor Injuries (B)	Possible Injuries (C)	No Injury (O)	Uncoded and Errors	Total
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
2020	152	789	1,076	564	674	120	3,375
Total	**1,297**	**6,287**	**10,906**	**7,011**	**7,645**	**867**	**34,013**

Table 3 on the previous page shows counts for all motorcyclists in crashes by injury severity. Suspected serious injuries among motorcyclists rose from 683 in 2019 to 789 in 2020, another 10-year high and an increase of 15.5%. As shown in the table, a total of 3,375 motorcyclists were involved in crashes in Michigan in 2020, an increase of 9.5% from 3,083 motorcyclists in 2019.

3.9 Helmet Use among Motorcyclist Fatalities

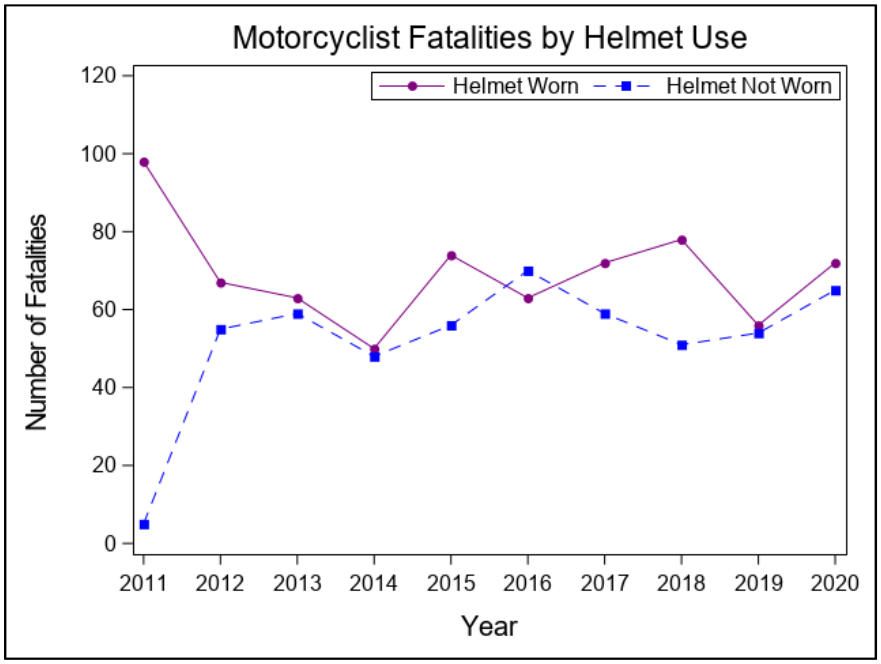


Figure 16 – Motorcyclist Fatalities in Motor Vehicle Crashes by Helmet Use

Figure 16 shows the number of fatally injured motorcyclists per year by 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 2011, the vast majority of motorcyclists who were killed in crashes were wearing a helmet (89.9%), 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 exceeding those who were helmeted once in 2016. In 2020, the numbers in both groups were close, with 72 fatally injured motorcyclists who were helmeted (47.4%), 65 who were not helmeted (42.8%), and 15 with helmet use unknown or unavailable (9.9%). Data used to generate the chart are shown on the following page in Table 4. For the purposes of this table, unknown helmet use, no belts available, and unknown restraint use were combined. These helmet use cases were excluded from the graph.

Table 4. Motorcyclists Killed in Crashes by Helmet Use

Helmet Use Among Motorcyclist Fatalities				
Year	Helmet Worn	Helmet Not Worn	Helmet Use Unknown or Unavailable	Total
2011	98 (89.9%)	5 (4.6%)	6 (5.5%)	109 (100.0%)
2012	67 (51.9%)	55 (42.6%)	7 (5.4%)	129 (100.0%)
2013	63 (49.2%)	59 (46.1%)	6 (4.7%)	128 (100.0%)
2014	50 (46.7%)	48 (44.9%)	9 (8.4%)	107 (100.0%)
2015	74 (53.6%)	56 (40.6%)	8 (5.8%)	138 (100.0%)
2016	63 (44.7%)	70 (49.6%)	8 (5.7%)	141 (100.0%)
2017	72 (52.6%)	59 (43.1%)	6 (4.4%)	137 (100.0%)
2018	78 (58.2%)	51 (38.1%)	5 (3.7%)	134 (100.0%)
2019	56 (45.9%)	54 (44.3%)	12 (9.8%)	122 (100.0%)
2020	72 (47.4%)	65 (42.8%)	15 (9.9%)	152 (100.0%)
Total	693 (53.4%)	522 (40.2%)	82 (6.3%)	1,297 (100.0%)

3.10 Highway Class

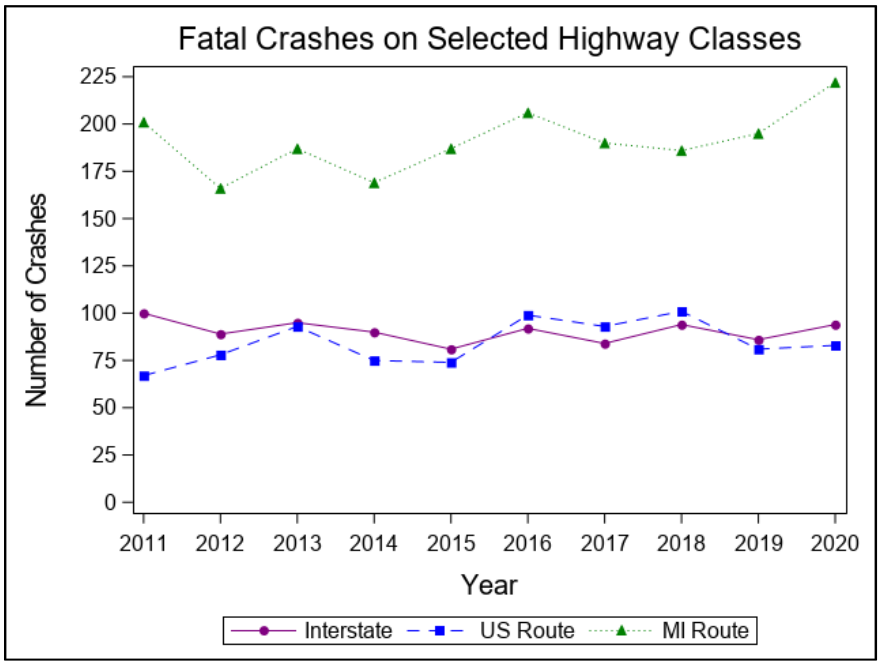


Figure 17 – Fatal Motor Vehicle Crashes by Highway Classification

Figure 17 shows fatal crashes over the 10-year period in Michigan broken out by highway classification. In 2020, 222 fatal crashes took place on Michigan routes, 94 took place on Interstates, and 83 occurred on US routes. The number of fatal crashes on Michigan routes rose 13.8% from 195 in 2019, the number of fatal crashes on Interstates increased 9.3% from 86 in 2019, and the number of fatal crashes on US routes were up 2.5% from 81 in 2019.

3.11 Fatalities by Highway Class

Table 5. Fatalities in Motor Vehicle Crashes by Highway Classification

Fatalities by Highway Class											
Highway Class	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**Total Fatalities**
Interstate Route	106	94	104	98	95	104	96	101	92	108	998
U.S. Route	77	86	99	84	76	109	111	116	88	91	937
Michigan Route	218	185	202	186	199	222	207	205	221	234	2,079
Interstate Business Loop or Spur	13	12	12	8	9	15	16	13	14	8	120
U.S. Business Route	4	5	7	6	4	3	2	2	4	4	41
Michigan Business Route	0	1	0	0	0	0	0	0	1	0	2
Connector	1	1	3	0	1	1	0	3	1	1	12
Not Located	1	3	1	2	1	0	0	0	0	0	8
County Road, City Street, or Unknown	469	549	523	492	578	610	596	533	564	636	5,550
Uncoded and Errors	0	0	0	0	0	0	0	1	0	1	2
Total Fatalities	**889**	**936**	**951**	**876**	**963**	**1,064**	**1,028**	**974**	**985**	**1,083**	**9,749**

Table 5 shows the fatality trends over the past 10 years for all classes of highways in Michigan. From 2019 to 2020, fatalities on Interstates increased 17.4%, fatalities on Michigan routes were up 5.9%, and fatalities in the category of county road, city street, or unknown rose 12.8%. In 2020, the majority of fatalities occurred in the county road/city street/unknown category (58.7%), followed by Michigan routes (21.6%), Interstates (10.0%), and U.S. routes (8.4%).

3.12 Winter Road Conditions

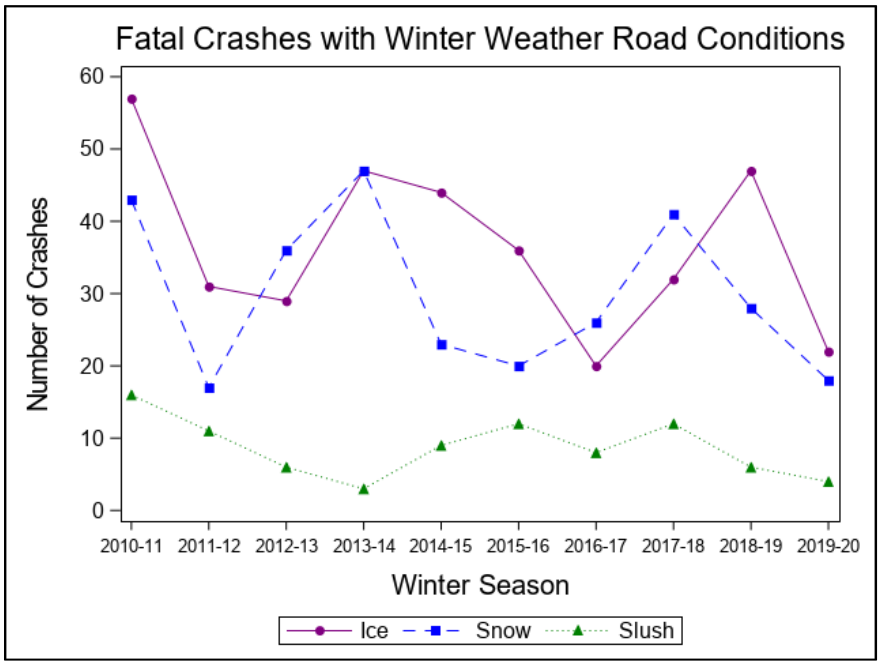


Figure 18 – Winter Season Fatal Motor Vehicle Crashes by Selected Roadway Conditions

Figure 18 depicts fatal crashes that occurred under winter weather road conditions—ice, snow, or slush. The counts are presented according to winter season—October 1 of one calendar year through April 30 of the following calendar year. More fatal crashes occurred under icy or snowy road conditions than slushy conditions each year. Over the 10-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 2019-2020 with 44. Of the 44 fatal crashes during the winter of 2019-2020, 22 occurred on icy roads, 18 on snowy roads, and four on slushy roads. Variability in weather produces high variability from season to season in this type of fatal crash. There does not appear to be any consistent direction of change over time.

3.13 Hit-and-Run

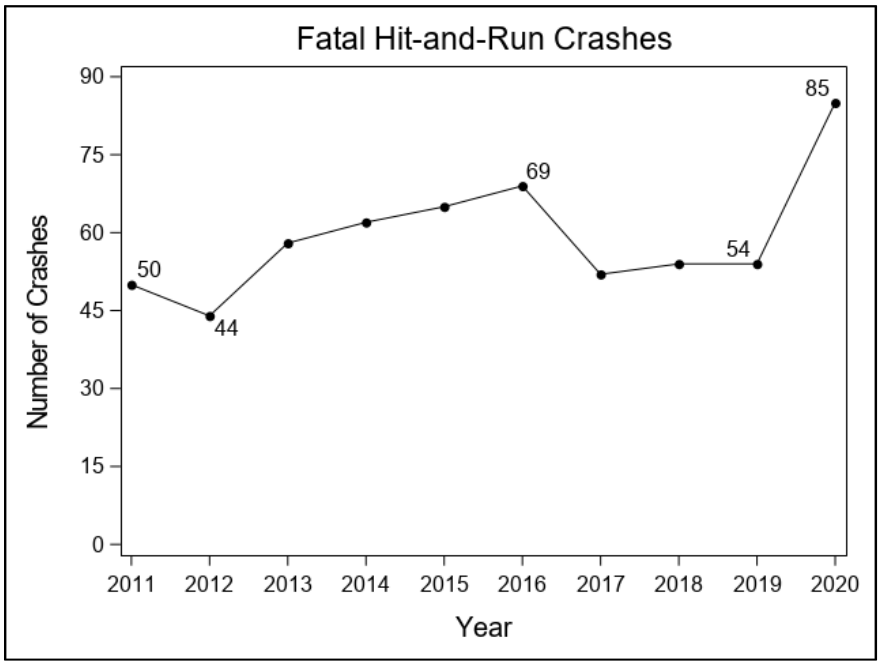


Figure 19 – Fatal Hit-and-Run Motor Vehicle Crashes

Michigan fatal hit-and-run crashes are shown in Figure 19. Over the last 10 years, the number of fatal hit-and-run crashes varied from a low of 44 in 2012 to a high of 85 in 2020. There were 54 fatal hit-and-run crashes in 2019, and that count increased 57.4% in 2020.

3.14 Deer

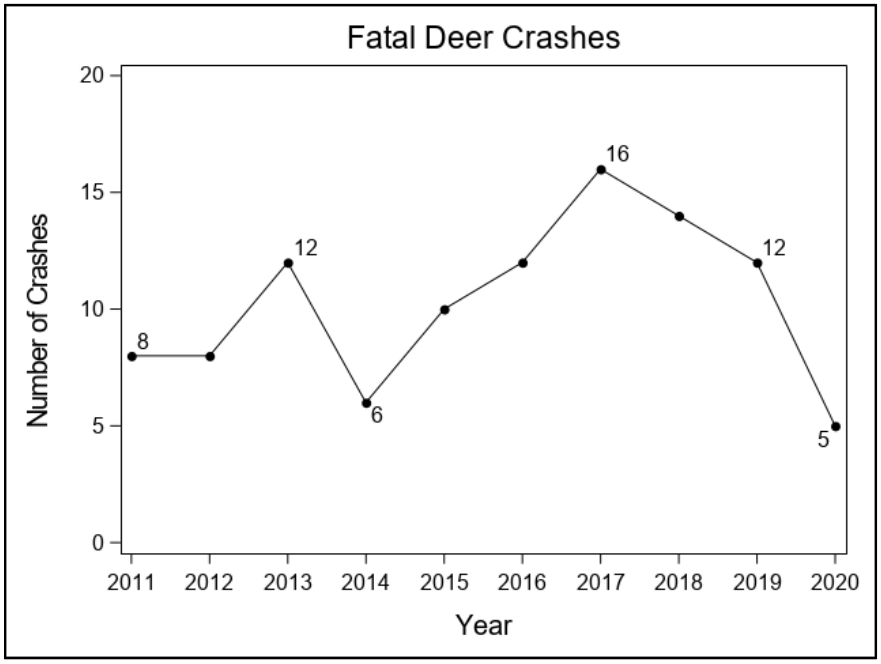


Figure 20 – Fatal Motor Vehicle Crashes Involving Deer

Figure 20 on the previous page displays fatal motor vehicle crashes involving deer. While traffic crashes involving deer are relatively common in Michigan—51,103 such crashes occurred in 2020—they are rarely fatal. The number of deer crashes resulting in at least one fatality ranged from six in 2014 to 16 in 2017 over the 10-year period (chart on the bottom of the previous page). The total for fatal deer crashes in 2020 was five, which was the 10-year low. Of all motor vehicles involved in fatal deer crashes over the past 10 years, 55.7% (68 out of 122) were motorcycles.

3.15 Heavy Trucks/Buses

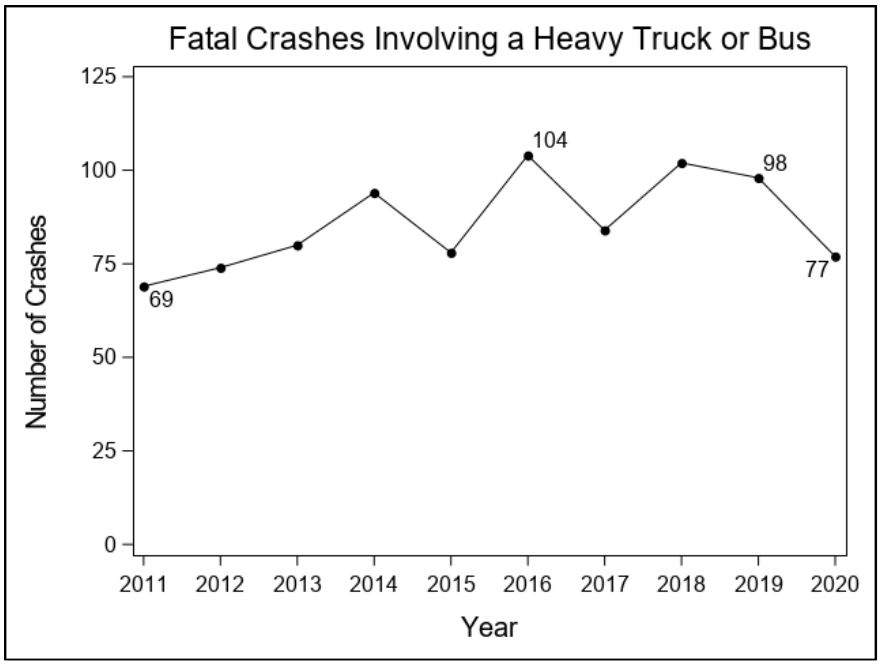


Figure 21 – Fatal Motor Vehicle Crashes Involving at One or More Heavy Trucks or Buses

Figure 21 shows fatal crashes with a heavy truck or bus involved. Over the past 10 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. There were 77 fatal crashes involving a heavy truck or bus in 2020.

3.16 Saturdays

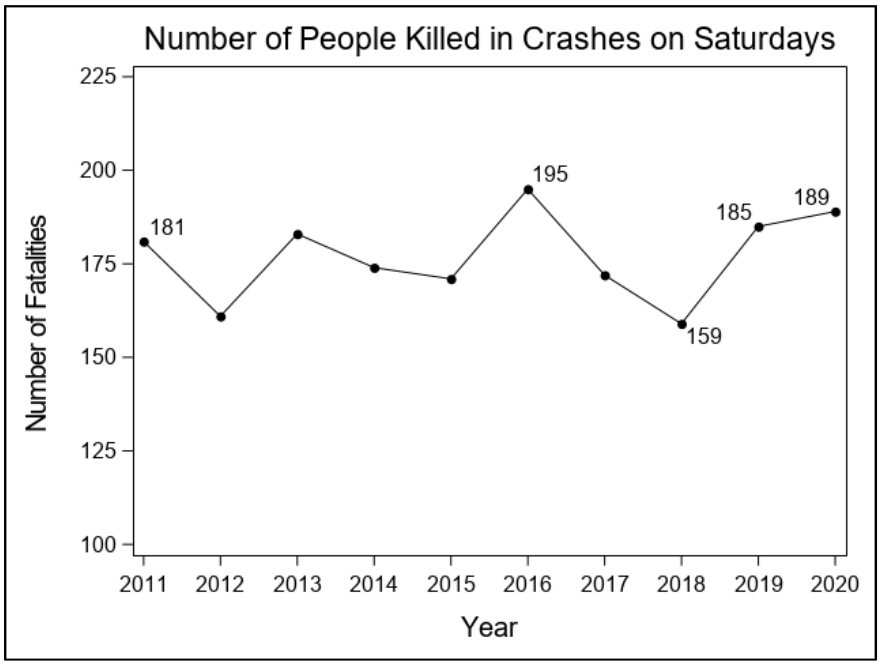


Figure 22 – Fatalities in Motor Vehicle Crashes Occurring on Saturdays

Fatality counts for crashes occurring on Saturdays is shown in Figure 22. Over the past 10 years, more fatalities on the roads have occurred on Saturdays than any other day of the week, with 18.2% of the total fatality count. For comparison, Friday and Sunday each account for 15.6% of all crashes during the 10-year period and Monday through Thursday accounts for the remaining 50.7%. From 2011 to 2020, an average of about 177 fatalities per year took place on Saturdays, around 152 on Sundays and Fridays, and from about 122 to 128 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 2018 with 159. The 189 fatalities on Saturdays in 2020 reflected a rise of 2.2% from the 185 Saturday fatalities in 2019.

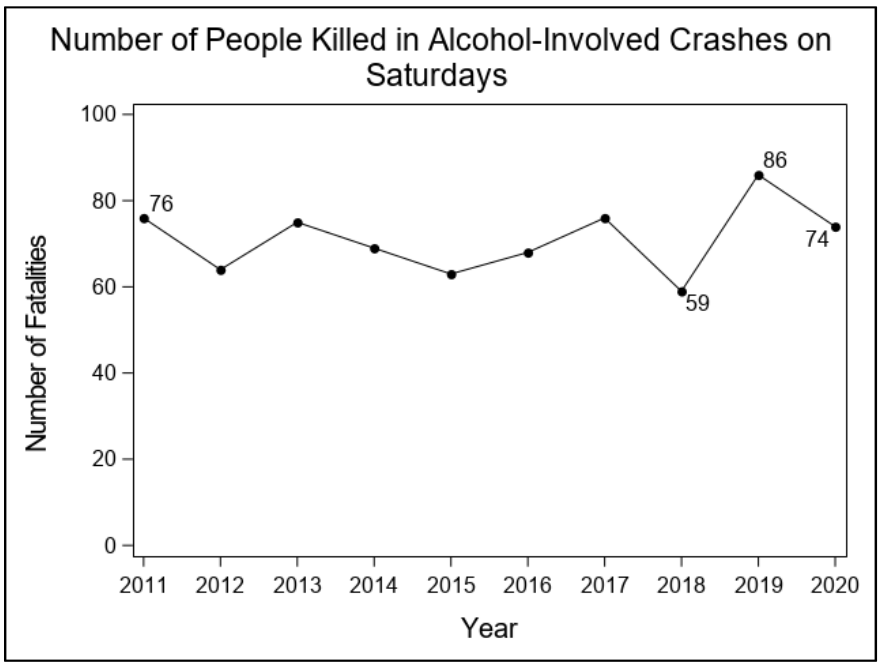


Figure 23 – Fatalities in Alcohol-Involved Motor Vehicle Crashes Occurring on Saturdays

Figure 23 shows fatalities in alcohol-involved crashes on Saturdays only. From 2011 through 2020, alcohol-involved fatalities accounted for 40.1% of the total fatalities that occurred on Saturdays over the past 10 years. The lowest number over the past 10 years was in 2018 with 59. This number increased 45.8% to 86 fatalities in 2019, which was the highest number in the last 10 years, and then decreased 14.0% to 74 in 2020. Out of all fatalities in Saturday crashes in 2020, 39.2% involved alcohol. For comparison, 30.1% of all fatalities in 2020 involved alcohol. Sunday was the day of the week with the second-highest share of fatalities involving alcohol in 2020 with 32.1%. Weekdays accounted for an average of 27.3% alcohol-involved fatalities out of all fatalities.

4.0 Supplemental Data Tables

Table 6 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 2016 through 2020, the percent change in the counts from one year to the next, and the percent change from 2016 to 2020. 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. Table 7 has similar statistics, but at the person level for fatalities instead of at the crash level.

Table 6. Number of Fatal Crashes and Percent Change 2016-2020

Number of Fatal Crashes by Category	2016	2017	2018	2019	2020	2016-2017 Percent Change	2017-2018 Percent Change	2018-2019 Percent Change	2019-2020 Percent Change	2016-2020 Percent Change
All Fatal Crashes	980	937	905	902	1,010	-4.4%	-3.4%	-0.3%	12.0%	3.1%
Alcohol-Involved	254	320	287	266	303	26.0%	-10.3%	-7.3%	13.9%	19.3%
Drug-Involved	216	221	220	214	250	2.3%	-0.5%	-2.7%	16.8%	15.7%
Construction/ Maintenance Zone	16	21	15	14	11	31.3%	-28.6%	-6.7%	-21.4%	-31.3%
Head-on Crashes	115	100	99	114	105	-13.0%	-1.0%	15.2%	-7.9%	-8.7%
Bicyclist-Involved	33	21	23	21	37	-36.4%	9.5%	-8.7%	76.2%	12.1%
Farm Equipment-Involved	2	1	2	5	5	-50.0%	100.0%	150.0%	0.0%	150.0%
Hit-and-Run	69	52	54	54	85	-24.6%	3.8%	0.0%	57.4%	23.2%
Lane Departure - Multiple Vehicle	118	98	103	109	108	-16.9%	5.1%	5.8%	-0.9%	-8.5%
Lane Departure - Parked Vehicle	12	6	4	11	9	-50.0%	-33.3%	175.0%	-18.2%	-25.0%
Motorcycle-Involved	138	131	126	116	150	-5.1%	-3.8%	-7.9%	29.3%	8.7%
Pedestrian-Involved	164	156	145	143	173	-4.9%	-7.1%	-1.4%	21.0%	5.5%
Truck- or Bus-Involved	104	84	102	98	77	-19.2%	21.4%	-3.9%	-21.4%	-26.0%
Saturday/Sunday	320	286	308	295	327	-10.6%	7.7%	-4.2%	10.8%	2.2%
US Route	99	93	101	81	83	-6.1%	8.6%	-19.8%	2.5%	-16.2%
Interstate Route	92	84	94	86	94	-8.7%	11.9%	-8.5%	9.3%	2.2%
County Road, City Street, or Unknown	565	554	505	521	597	-1.9%	-8.8%	3.2%	14.6%	5.7%
Dark Unlighted	243	248	255	237	267	2.1%	2.8%	-7.1%	12.7%	9.9%
Two Traffic Lanes	573	576	555	543	605	0.5%	-3.6%	-2.2%	11.4%	5.6%
Dry Road	741	700	676	657	807	-5.5%	-3.4%	-2.8%	22.8%	8.9%
Wet Road	126	148	129	146	120	17.5%	-12.8%	13.2%	-17.8%	-4.8%
Icy Road	40	25	32	44	20	-37.5%	28.0%	37.5%	-54.5%	-50.0%
Snowy Road	34	28	33	26	19	-17.6%	17.9%	-21.2%	-26.9%	-44.1%

Table 7. Number of Fatalities and Percent Change 2016-2020

Number of Fatalities by Category	2016	2017	2018	2019	2020	2016-2017 Percent Change	2017-2018 Percent Change	2018-2019 Percent Change	2019-2020 Percent Change	2016-2020 Percent Change
All Fatalities	1,064	1,028	974	985	1,083	-3.4%	-5.3%	1.1%	9.9%	1.8%
Alcohol-Involved	274	359	315	295	326	31.0%	-12.3%	-6.3%	10.5%	19.0%
Drug-Involved	239	246	247	237	267	2.9%	0.4%	-4.0%	12.7%	11.7%
Construction/ Maintenance Zone	17	23	16	15	14	35.3%	-30.4%	-6.3%	-6.7%	-17.6%
Head-on Crash	137	119	109	138	121	-13.1%	-8.4%	26.6%	-12.3%	-11.7%
Bicyclist Fatalities	38	21	21	21	38	-44.7%	0.0%	0.0%	81.0%	0.0%
Farm Equipment-Involved	2	1	2	6	5	-50.0%	100.0%	200.0%	-16.7%	150.0%
Hit-and-Run	75	55	56	57	91	-26.7%	1.8%	1.8%	59.6%	21.3%
Lane Departure - Multiple Vehicle	140	118	112	132	126	-15.7%	-5.1%	17.9%	-4.5%	-10.0%
Lane Departure - Parked Vehicle	14	6	5	11	9	-57.1%	-16.7%	120.0%	-18.2%	-35.7%
Motorcyclist Fatalities	141	137	134	122	152	-2.8%	-2.2%	-9.0%	24.6%	7.8%
Pedestrian Fatalities	165	158	145	149	175	-4.2%	-8.2%	2.8%	17.4%	6.1%
Truck- or Bus-Involved	120	95	112	106	78	-20.8%	17.9%	-5.4%	-26.4%	-35.0%
Saturday/Sunday	351	322	334	329	348	-8.3%	3.7%	-1.5%	5.8%	-0.9%
US Route	109	111	116	88	91	1.8%	4.5%	-24.1%	3.4%	-16.5%
Interstate Route	104	96	101	92	108	-7.7%	5.2%	-8.9%	17.4%	3.8%
County Road, City Street, or Unknown	610	596	533	564	636	-2.3%	-10.6%	5.8%	12.8%	4.3%
Dark Unlighted	258	269	267	260	290	4.3%	-0.7%	-2.6%	11.5%	12.4%
Two Traffic Lanes	629	634	597	596	653	0.8%	-5.8%	-0.2%	9.6%	3.8%
Dry Road	803	767	735	723	865	-4.5%	-4.2%	-1.6%	19.6%	7.7%
Wet Road	133	163	135	154	128	22.6%	-17.2%	14.1%	-16.9%	-3.8%
Icy Road	50	29	32	48	21	-42.0%	10.3%	50.0%	-56.3%	-58.0%
Snowy Road	36	30	37	31	22	-16.7%	23.3%	-16.2%	-29.0%	-38.9%