# MTCF
Michigan Traffic Crash Facts

# BICYCLES

## 2013

*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 1,902 bicyclists involved in motor vehicle crashes in Michigan.

There were a 29 fatal crashes involving bicycists and 27 bicyclists killed on Michigan roadways.

A total of 1,479 injuries in 1,472 crashes were reported by police on traffic crash records.

Male bicyclists (1,494) were involved in more bicycle crashes than female bicyclists (371), with 21 male bicyclists killed and six female bicyclists killed. Gender was not reported for 37 bicyclists in crashes.

Police reported that 14 of the bicyclists killed (51.9%) were “going straight ahead” just prior to crash.

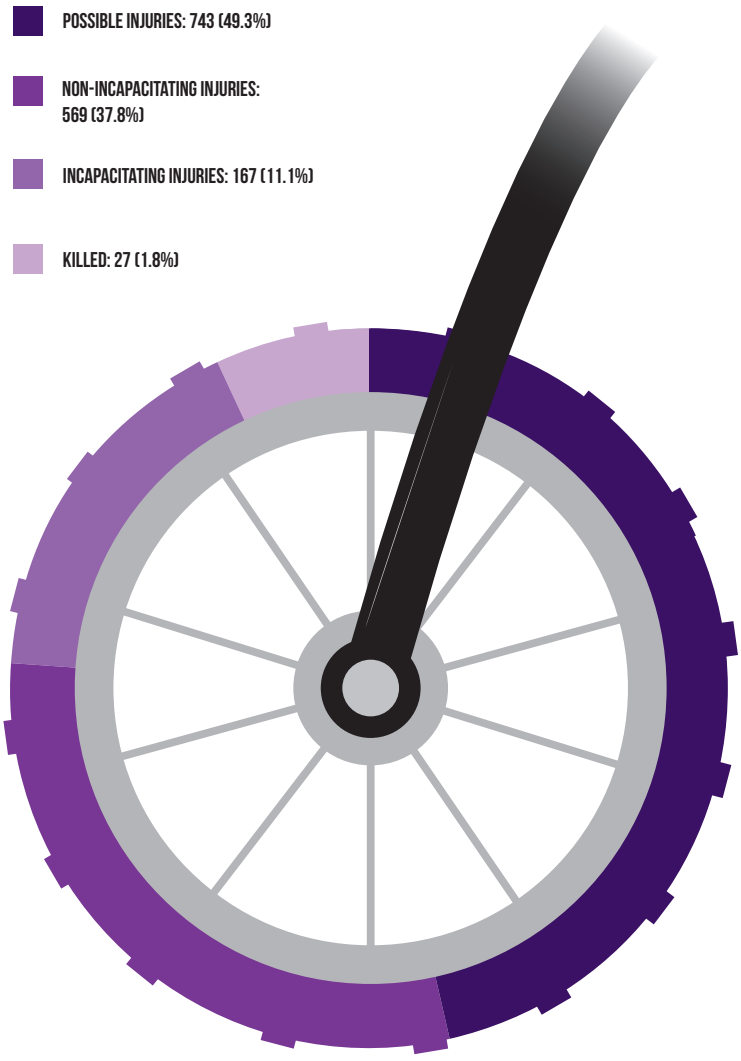
In motor vehicle crashes, 1,519 bicyclists were riding in daylight conditions, 21 were riding during dawn, 51 were riding during dusk, 235 were riding in dark lighted conditions, 75 were riding in dark unlighted conditions, and 1 bicyclist was riding in unknown lighting conditions.

The peak hours for bicyclist involvement in crashes were from 3:00-5:59 PM, with 577 bicyclists involved. The peak hour for bicyclist fatalities was from 9:00-9:59 PM, with 4 bicyclist fatalities.

Of the 27 bicyclists killed, seven (25.9%) were the result of a had-been-drinking crash and four (66.7%) of those bicyclists had been drinking.

There were two (7.4%) bicyclist deaths for children under 11 years of age. There were no (0.0%) bicyclists killed in the 11-15 age group. Teen/young adults (ages 16-20) accounted for two (7.4%) of the bicyclist fatalities. Adults ages 21-64 accounted for 19 (70.4%) of the bicyclist fatalities. There were four (14.8%) fatalities in the 65 and over age group.

### BICYCLIST INJURY SEVERITY IN CRASHES

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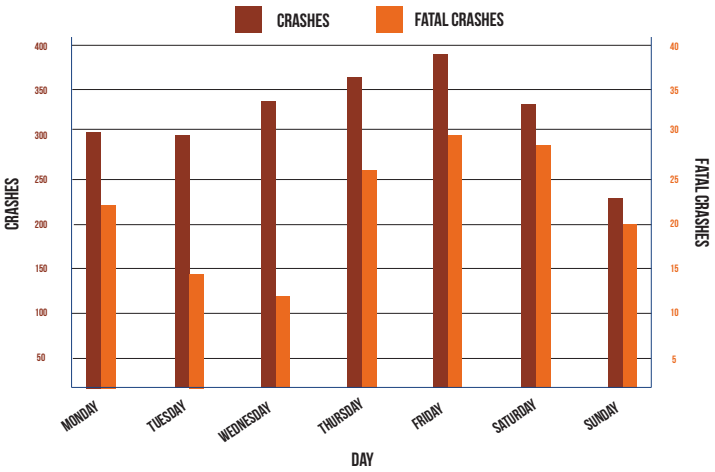
# PEDESTRIANS

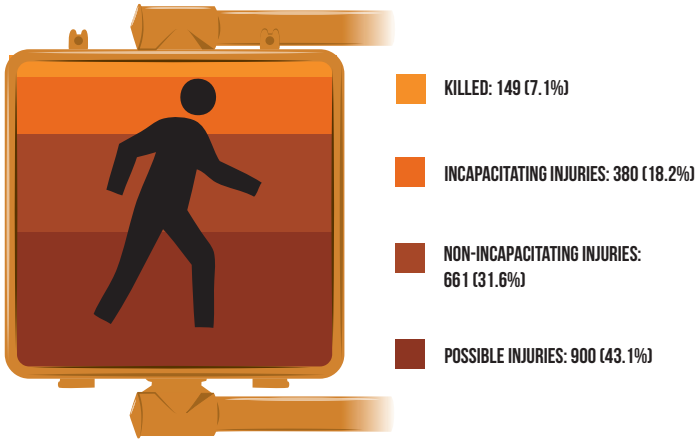
# 2013

*Pedestrians are defined as a person on foot, skis, skates, rollerblates, or a non-motorized wheelchair, or the rider of a horse or a horse and buggy. Each pedestrian is listed as a separate unit on the Traffic Crash Report.*

## PEDESTRIAN-INVOLVED CRASHES BY DAY OF THE WEEK




## PEDESTRIAN INJURY SEVERITY IN CRASHES




There were 2,392 pedestrians involved in 2,248 motor vehicle crashes.

Of the 2,392 pedestrians involved in crashes, 149 (6.2%) were killed and 1,941 (81.1%) were injured.

There were 103 (69.1%) male pedestrians killed and 46 (30.9%) female pedestrians killed.

Of all pedestrian actions prior to a crash, “crossing not at an intersection” is the most deadly, accounting for 46 (30.9%) of the pedestrian fatalities.

For each pedestrian killed, there were 13 pedestrians injured.

The highest number of pedestrian-involved crashes occured during October, with 597 (11.3%).

The time of day with the most pedestrian-involved crashes occured from 7:00-7:59 PM, with 167 (7.4%).

Friday was the deadliest day for pedestrians with 29 (19.5%) pedestrian-involved fatal crashes and 29 (19.5%) fatalities.

Of the 149 pedestrians killed, 44 (29.5%) of the deaths were the result of a had-been-drinking crash and 36 (81.8%) of those pedestrians had been drinking.

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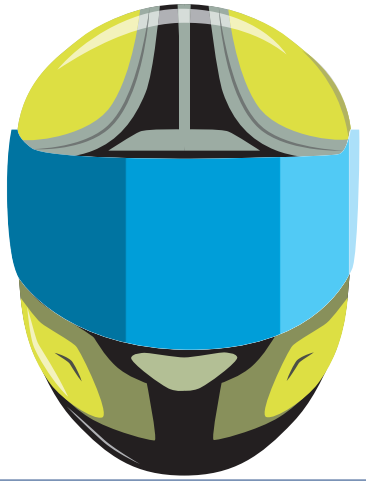
# MOTORCYCLES

## 2013

*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.*

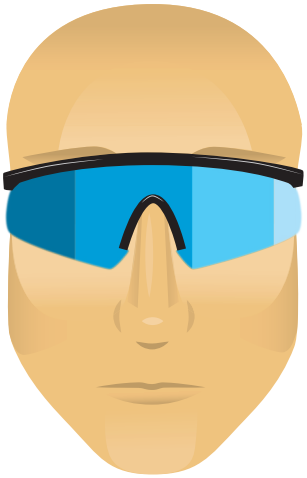
### INJURY SEVERITY FOR HELMETED MOTORCYCLISTS IN CRASHES

- POSSIBLE INJURIES: 608 (33.8%)
- NON-INCAPACITATING INJURIES: 780 (43.3%)
- INCAPACITATING INJURIES: 350 (19.4%)
- KILLED: 63 (3.5%)



### INJURY SEVERITY FOR UNHELMETED MOTORCYCLISTS IN CRASHES

- POSSIBLE INJURIES: 171 (24.1%)
- NON-INCAPACITATING INJURIES: 277 (39.0%)
- INCAPACITATING INJURIES: 194 (27.3%)
- KILLED: 59 (9.7%)



The death rate for motorcyclists was 16.0 per 100 million vehicle miles traveled compared to the overall mileage death rate of 0.99 per 100 million vehicle miles traveled.

There were 3,114 motorcycle-involved crashes in which 128 motorcyclists were killed and 2,497 were injured.

Motorcycles were involved in 1.1 percent of all traffic crashes in Michigan.

Out of the 128 motorcyclists killed, 106 (82.8%) motorcyclists were reported by police as “going straight ahead” just prior to the crash.

There were 118 (92.2%) male motorcyclists and 10 (7.8%) female motorcyclists killed in traffic crashes.

Of the motorcyclists killed, 34 (26.6%) deaths were the result of a had-been-drinking crash and 30 (88.2%) of those motorcyclists had been drinking.

Among the 128 motorcycle fatalities, 63 (49.2%) motorcyclists were wearing helmets and 59 (46.1%) motorcyclists were not wearing helmets. Helmet use was unknown for 5 (3.9%) motorcyclists, and 1 (0.8%) motorcyclist was coded as not having belts available on the Traffic Crash Report.

An observational survey by Wayne State University estimated statewide helmet use at 73.0 percent and high-visibility gear at 5.6 percent.

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# HEAVY TRUCKS/BUSES

## 2013

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

Heavy trucks/buses were involved in 3.7 percent (10,773) of the 289,061 traffic crashes in Michigan.

The 10,773 heavy truck/bus-involved crashes is a 14.8 percent increase from the 2012 total of 9,388 crashes.

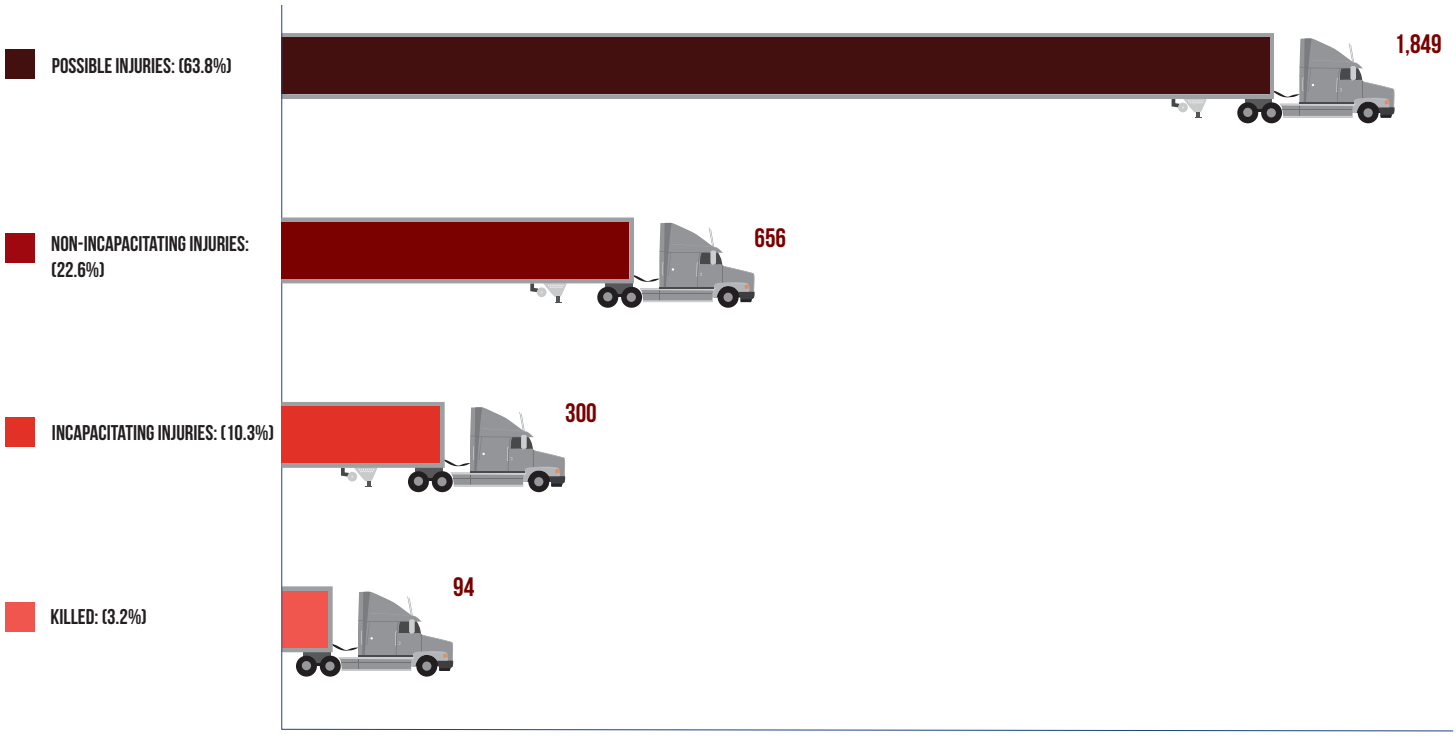
There were 94 people killed and 2,805 people injured in heavy truck/bus crashes.

A total of 11,219 heavy truck/bus drivers and were involved in crashes, with seven of those drivers killed.

The number of had-been-drinking heavy truck/bus drivers was 17.

There were 42 pedestrians and 22 bicyclists involved in heavy truck/bus involved crashes. Seven of the 42 (16.7%) pedestrians were killed. No bicyclists were killed.

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





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# SCHOOL BUSES

## 2013

*School bus-related crashes include situations where the school bus was a involved or other units crashed due to the presence and influence of a school bus.*

There were 872 school bus-related crashes with one fatal crash resulting in one fatality. The fatality involved a driver of another vehicle.

Of the 872 school bus-related crashes, 348 (39.9%) occurred between 6:00-8:59 AM and 368 (42.2%) occurred between 2:00-4:59 PM. The remaining 156 (17.9%) crashes occurred during other times of the day.

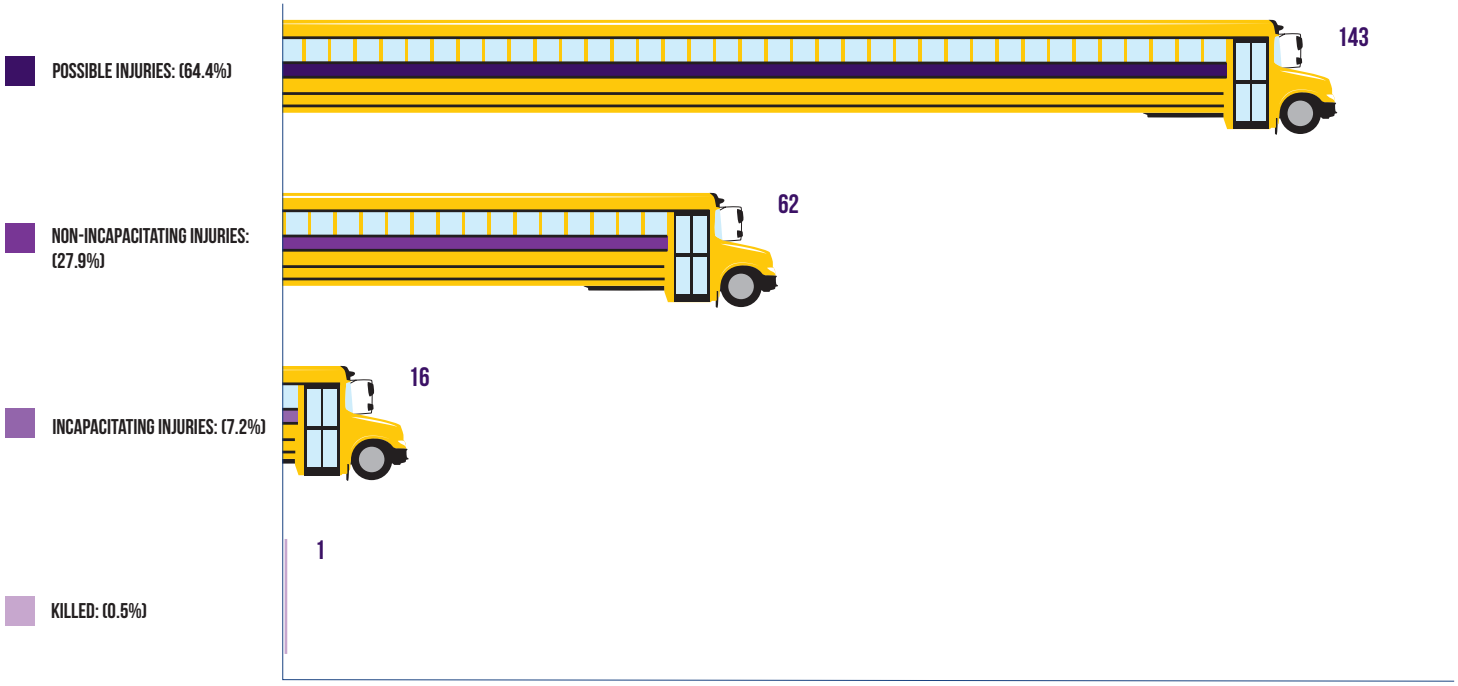
Of the 872 school bus-related crashes, 358 (41.1%) occurred at an intersection.

There were 1,291 persons involved and no persons killed on school buses.

Fourteen persons on school buses received incapacitating injuries, 20 persons received non-incapacitating injuries, and 66 persons received possible injuries.

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

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





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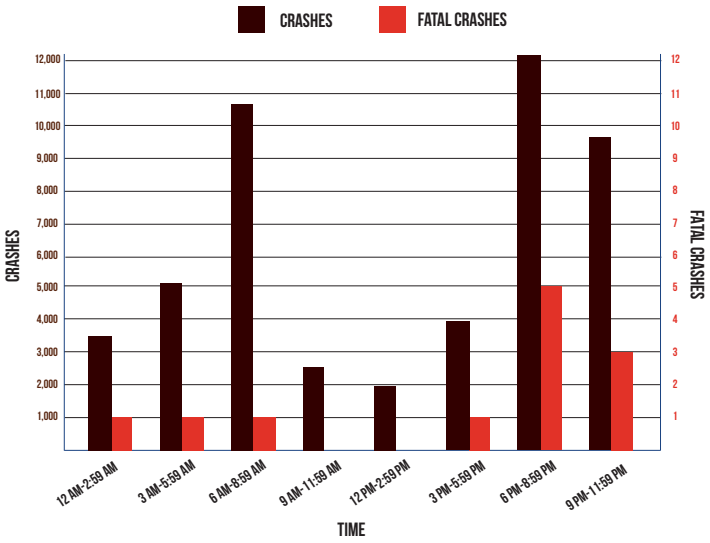
# DEER

# 2013

*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 49,205 (17.0% of the total crashes) motor vehicle-deer crashes.

Passenger cars represented 75.9 percent (37,485) of the vehicles involved.

As a result of vehicle-deer crashes, 1,212 people were injured and 12 people were killed. Seven (58.3%) of those killed were motorcyclists.

Motor vehicle-deer involved crashes peaked during the 6:00-8:59 PM time period (12,073). Fatal deer crashes also peaked during the 6:00-8:59 PM time period (5).

The top 10 counties experiencing vehicle-deer crashes were: Oakland 1,801; Jackson 1,480; Kent 1,447; Lapeer 1,229; Eaton 1,076; Montcalm 1,073; Sanilac 1,071; Calhoun 1,059; Washtenaw 1,058; and Clinton 1,056.

The highest number of vehicle-deer crashes occurred during November (8,933).

Of the motor vehicle-deer crashes, 20,157 (41.0%) occurred during the fourth quarter of the year.

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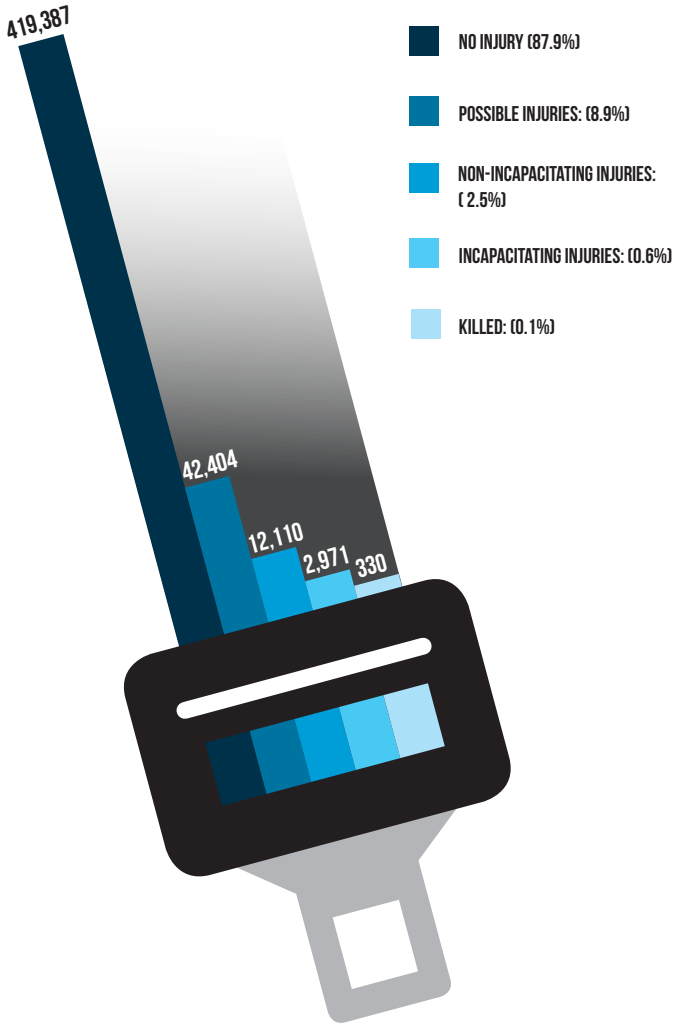
# SEAT BELT USE

## 2013

*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 486,353 reported drivers and passengers involved in crashes for which seat belt use was known, 477,576 (98.2%) were reported to have been using seat belts and 8,777 (1.8%) were reported to have not been using seat belts.

The reported percentage of males (7,127) involved in crashes who did not wear seat belts out of all males in crashes for which seat belt use was known was 2.7 percent. The reported percentage of females (4,304) involved in crashes who did not wear their seat belts out of all females in crashes for which seat belt use was known was 1.9 percent.

Of the reported drivers and passengers in motor vehicles crashes under 25 years of age, 3,431 (39.1%) were not wearing seat belts.

When looking at known seat belt use for motor vehicle fatalities only, 194 people (37.0%) killed were not wearing seat belts.

Of the fatalities, there were 169 drivers and passengers killed while not wearing a seat belt in the front seat, 20 people killed while not wearing a seat belt in the rear seat, and 5 people killed while not wearing seat belt in an other or unknown seating position.

A total of 318 people in motor vehicle crashes were ejected while not wearing a seat belt. Of the 318 people ejected, 186 were drivers, 131 were injured passengers, and 1 was an uninjured passenger. Of the unbelted people who were ejected 56 people (17.6%) were killed.

An observational study by Wayne State University estimated statewide belt use at 93.0 percent.

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