

MTCF

Michigan Traffic
Crash Facts

FACT SHEETS

2015

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2015

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 297,023 crashes, of which 893 (0.3%) were fatal, 54,008 (18.2%) were personal injury, and 242,122 (81.5%) were property damage only. Compared to 2014 this is a 0.6 percent decrease in total crashes, an increase of 10.8 percent in fatal crashes, a 2.8 percent increase in personal injury crashes, and a 1.3 percent decrease in property damage crashes.

A total of 963 people were killed as a result of the 893 fatal crashes for an average of 1.1 deaths per fatal crash.

One out of every 10,303 people in Michigan was killed in a traffic crash; one out of every 132 people was injured.

For each person killed, 77.0 people were injured in crashes.

There were 4,865 people who received incapacitating injuries, which prevent normal activities and require hospitalization.

A total of 510,074 motor vehicles were involved in 297,023 reported crashes.

Of the 963 traffic crash deaths, 593 (61.6%) were drivers of vehicles, 167 (17.3%) were passengers in motor vehicles, 170 (17.7%) were pedestrians, and 33 (3.4%) were bicyclists.

Of the 760 drivers and passengers killed, 203 (26.7%) were not wearing seat belts and 314 (41.3%) were wearing seat belts. It is unknown whether 82 (10.8%) of the fatalities were belted.

There were 491 deaths, which resulted from 465 single vehicle fatal crashes.

More male drivers were involved in crashes than female drivers. Of the 260,508 male drivers involved in crashes, 1,043 (0.4%) were involved in fatal crashes. Of the 209,843 female drivers involved in crashes, 380 (0.2%) were involved in fatal crashes.

Of the 851 motor vehicle drivers involved in fatal crashes where a hazardous action occurred, excessive speed was reported by police as the hazardous action for 195 (22.9%) of the drivers.

Of the 893 fatal crashes, 223 (25.0%) occurred at intersections.

Most fatal crashes occurred on dry roadways (78.3%) and in clear weather conditions (63.7%).

The majority of all crashes occurred during daylight hours (63.0%).

There were 62 (6.9%) fatal crashes during the 9:00-9:59 PM time period, more than any other time period.

The most fatal crashes, 159 (17.8%), occurred on Saturday.

A traffic crash was reported every 1 minute and 46 seconds.

One person was killed every 9 hours and 6 minutes as a result of a traffic crash.

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

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CHILDREN

AGES 0-15

2015

According to 2014 data provided by the Michigan Department of Health and Human Services, the number one cause of unintentional fatal injuries for children ages 1-24 in Michigan is motor vehicle crashes.

There were 52,553 licensed drivers below the age of 16 who represented 0.7 percent of Michigan's driving population. Drivers in this age group represented 0.2 percent (811) of drivers in all crashes and 0.3 percent (5) of drivers in fatal crashes.

A total of 43 children (0-15 years old) were killed in motor vehicle crashes, including two drivers age 15. The 0-15 age group accounted for 4.5 percent of all traffic deaths.





In addition, 5,581 children were injured in motor vehicle crashes.

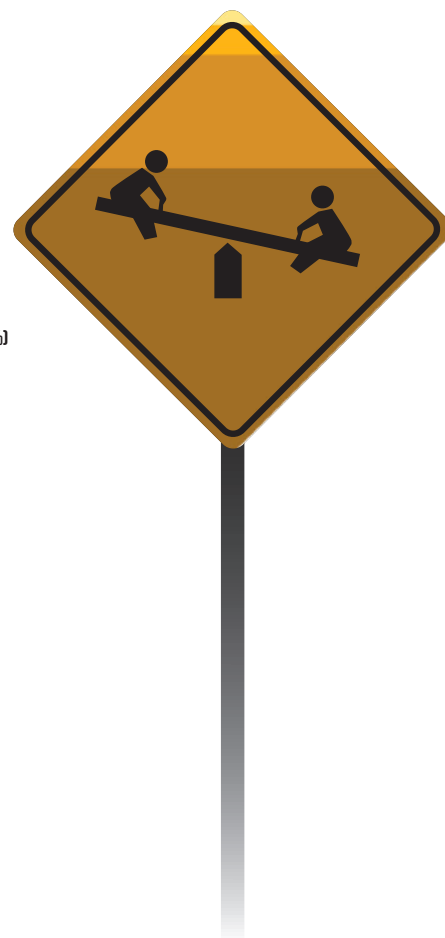
Children 11-15 years old had the lowest restraint usage (90.8%) among drivers and injured passengers age 0-15, as reported to police at the scene of a traffic crash.

Children accounted for 10.0 percent (17) of the pedestrians killed in Michigan, and 20.0 percent (409) of all pedestrian injuries.

Children under 16 years of age accounted for two (6.1%) of the 33 bicyclist deaths.

CRASH INJURY SEVERITY IN CHILDREN AGES 0-15

	KILLED: 43 (0.8%)
	INCAPACITATING INJURIES: 341 (6.1%)
	NON-INCAPACITATING INJURIES: 1,410 (25.1%)
	POSSIBLE INJURIES: 3,830 (68.1%)



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TEENS/YOUNG ADULTS

AGES 16-20

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Inexperience, risk-taking behavior, immaturity, and greater risk exposure are all factors that increase crash risk for young drivers. According to the Insurance Institute for Highway Safety, crashes are the leading cause of death and account for almost one third of all deaths among people age 16-19.

INJURY SEVERITY IN MOTOR VEHICLE CRASHES WITH A DRIVER AGE 16-20

KILLED: 158 (1.0%)

NON-INCAPACITATING INJURIES:
3,835 (23.4%)

INCAPACITATING INJURIES:
900 (5.5%)

POSSIBLE INJURIES:
11,530 (70.2%)



There were 474,427 licensed drivers ages 16-20 who represented 6.6 percent of Michigan's driving population. The drivers in this age group represented 11.1 percent (56,544) of drivers in all crashes and 10.0 percent (148) of drivers in fatal crashes.

The 16-20 age group accounted for 10.2 percent (98) of all traffic deaths, and 60.2 percent (59) of those deaths were drivers.

In addition, 9,731 teenagers and young adults were injured in motor vehicle crashes, representing 13.1 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.

Teenagers and young adults had the highest incidence of fatal crashes when their speed was too fast.

Weekends had a higher involvement of teen and young adult drivers in all crashes when compared to older drivers.

Teenagers and young adults accounted for 5.3 percent (9) of the pedestrians killed in Michigan, and 11.7 percent (239) of all pedestrian injuries.

Two (6.1%) of the 33 bicyclist deaths were in the 16-20 age group.

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SENIOR DRIVERS

AGE 65 AND OVER

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In Michigan, 15.8 percent of residents are age 65 or older according to 2015 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: 182 (1.3%)

INCAPACITATING INJURIES: 835 (6.0%)

NON-INCAPACITATING INJURIES: 2,998 (21.4%)

POSSIBLE INJURIES: 9,968 (71.3%)

There were 1,390,210 licensed drivers age 65 and over who represented 19.4 percent of Michigan's active driving population. The drivers in this age group represented 9.5 percent (48,615) of drivers in all crashes and 12.2 percent (180) of drivers in fatal crashes.

A total of 183 people age 65 and over were killed in traffic crashes, and 109 (59.6) of them were drivers.

In addition, 7,860 people age 65 and over were injured in traffic crashes, representing 10.6 percent of all people injured in crashes.

Drivers and injured passengers, age 65 to 110, had a seatbelt usage of 98.9%, 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 (24) were age 65 and over; 7.2 percent (146) of the pedestrians injured were age 65 and over.

Six (18.2%) bicyclists out of the 33 total killed were age 65 and over.

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CELL PHONE USE

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

A total of 750 motor vehicle drivers, 3 pedestrians, and 1 bicyclist were reported to be using cell phones in the 753 crashes.

Of the 3 pedestrians using a cell phone, 1 pedestrian suffered an incapacitating injury, 1 suffered a non-incapacitating injury, and 1 suffered a possible injury.

Of the 750 motor vehicle drivers using cell phones, 170 (22.7%) were 20 years of age or younger.

There were 372 (49.4%) rear-end crashes where a driver was using a cell phone.

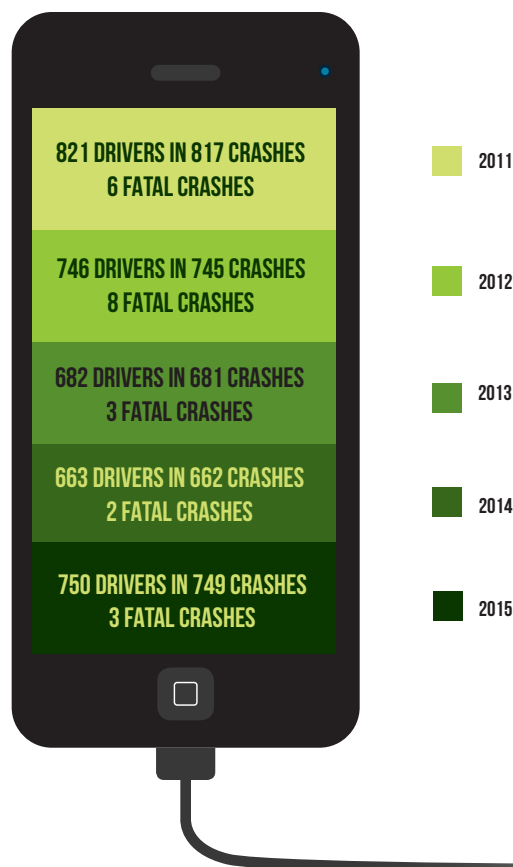
Of the total 753 crashes involving cell phone use, 174 (23.1%) also involved a lane departure.

Of the total 753 crashes involving cell phone use, 274 (36.4%) were intersection related.

There were 750 motor vehicle drivers using a cell phone in crashes: 652 passenger cars, 65 pickup trucks, 22 vans or motorhomes, 5 small trucks under 10,000 lbs., 1 motorcycle, 1 truck or bus over 10,000 lbs., and 1 vehicle type coded as "other."

In the past five years, 2014 had the lowest number of motor vehicle drivers (663) in crashes (662) where a cell phone was used. During this period, 2014 also had the lowest number of fatal crashes where a motor vehicle driver was using a cell phone (2).

CRASHES WHERE A MOTOR VEHICLE DRIVER WAS USING A CELL PHONE



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A crash is alcohol-related if any driver, pedestrian, or cyclist involved was reported as had-been-drinking (HBD) by the police officer on the Traffic Crash Report.

CRASH SEVERITY IN HBD CRASHES



FATAL: 271 (6.8%)
INCAPACITATING INJURIES: 702 (17.7%)
NON-INCAPACITATING INJURIES: 1,332 (33.6%)
POSSIBLE INJURIES: 1,663 (41.9%)

CRASH SEVERITY IN ALL CRASHES



FATAL: 893 (1.6%)
INCAPACITATING INJURIES: 3,939 (7.2%)
NON-INCAPACITATING INJURIES: 13,332 (24.3%)
POSSIBLE INJURIES: 36,737 (66.9%)

Of the 893 fatal crashes that occurred in Michigan, 271 (30.3%) were alcohol-related, involving at least one drinking operator or pedestrian.

There were 303 alcohol-related fatalities, which accounts for 31.5 percent of the total number of people killed (963).

The number of alcohol-related fatalities was about 3.2 times higher than in all crashes and the most serious injury level (incapacitating) was about 5.4 times higher.

There were 171 (63.1%) crashes involving one vehicle out of the 271 alcohol-related fatal crashes.

Of the 170 pedestrian deaths, 51 (30.0%) were the result of an HBD crash and 37 (72.5%) of those pedestrians had been drinking.

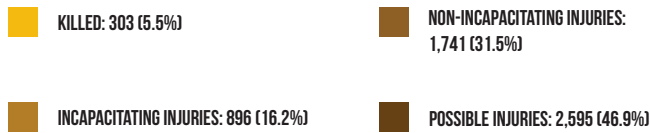
There were 138 motorcyclist deaths, and 47 (34.1%) of those deaths were the result of an HBD crash. Of the 47 motorcyclist alcohol-involved crash deaths, 40 (85.1%) motorcycle drivers were coded as drinking and two (4.3%) were motorcycle passengers of drinking drivers.

Out of 33 bicyclist deaths, eight (24.2%) were the result of an HBD crash and six (75.0%) of those bicyclists had been drinking.

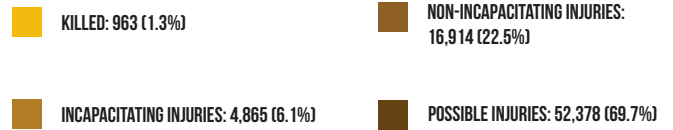
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ALCOHOL CONTINUED

PERSON INJURY SEVERITY IN HBD CRASHES



PERSON INJURY SEVERITY IN ALL CRASHES



Two snowmobiler deaths occurred on Michigan roadways. There was one death that (50.0%) was the result of an HBD crash and that snowmobiler had been drinking.

HBD injury crashes were highest in July (387) and August (392), and the highest number of HBD fatal crashes, 38, occurred in July.

Sunday had the highest number of HBD fatal crashes at 71, followed by Saturday at 59.

Sunday had the highest proportion (52.9%) of alcohol-related fatalities when compared to all fatalities occurring on Sunday.

The 9:00-9:59 PM time period had the highest number of HBD fatal crashes with 26, while the time periods from 10:00-10:59 PM, 11:00-11:59 PM, and 12:00-12:59 PM had the lowest with 1.

Of the 9,368 drinking drivers involved in crashes, 6,816 (72.8%) were male and 2,519 (26.9%) were female. There were 33 drinking drivers for which gender was unknown.

There were 2,279 (24.3%) drinking drivers in crashes who were age 24 and younger.

Out of the total 9,368 drinking drivers in crashes, 990 (10.6%) of the drivers were also suspected of using drugs.

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BICYCLES

2015

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 1,897 bicyclists involved in motor vehicle crashes in Michigan.

There were a 34 fatal crashes involving bicyclists and 33 bicyclists killed on Michigan roadways.

A total of 1,478 bicyclist injuries in 1,457 crashes were reported by police on traffic crash records.

Male bicyclists (1,465) were involved in more bicycle crashes than female bicyclists (373), with 28 male bicyclists killed and five female bicyclists killed. Gender was not reported for 59 bicyclists in crashes.

Police reported that 15 of the bicyclists killed (45.5%) were "going straight ahead" just prior to crash.

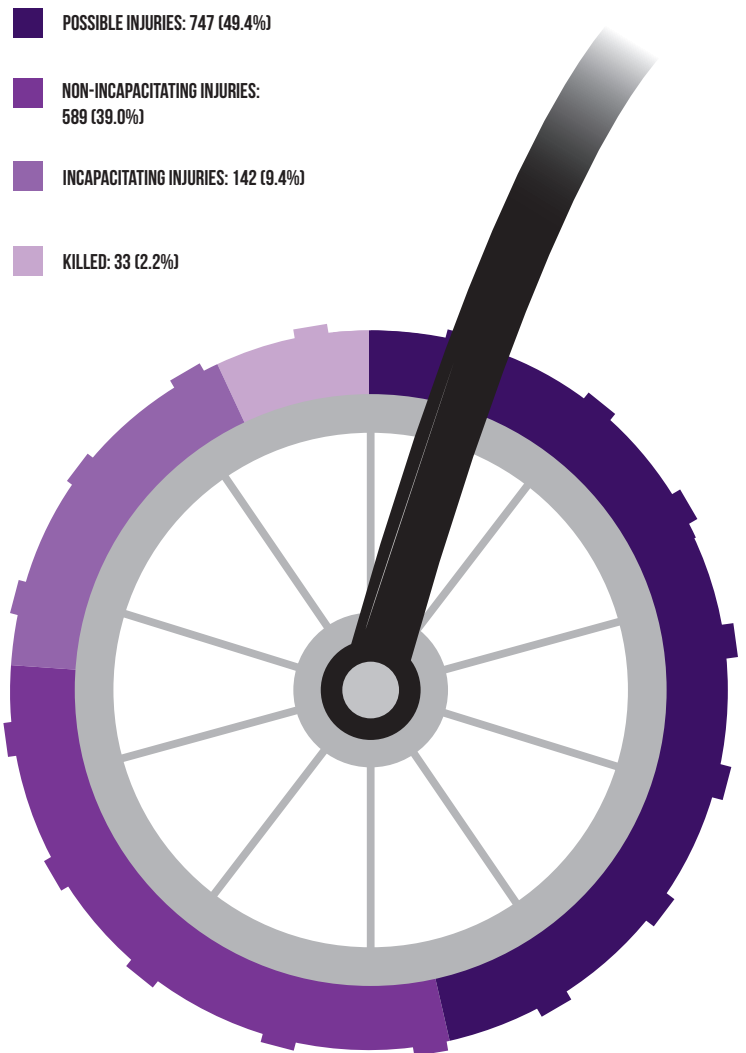
In motor vehicle crashes, 1,468 bicyclists were riding in daylight conditions, 30 were riding during dawn, 67 were riding during dusk, 207 were riding in dark lighted conditions, 106 were riding in dark unlighted conditions, and 17 bicyclists were riding in unknown lighting conditions.

The peak hours for bicyclist involvement in crashes were from 5:00-5:59 PM, with 192 bicyclists involved. The peak hours for bicyclist fatalities were from 6:00-6:59 PM and 10:00-10:59 PM, with 4 bicyclist fatalities.

Of the 33 bicyclists killed, eight (24.2%) were the result of a had-been-drinking crash and six (75.0%) of those bicyclists had been drinking.

There was one (3.0%) bicyclist death for children under 11 years of age. There was one (3.0%) bicyclist killed in the 11-15 age group. Teen/young adults (ages 16-20) accounted for two (6.1%) of the bicyclist fatalities. Adults ages 21-64 accounted for 23 (69.7%) of the bicyclist fatalities. There were six (18.2%) fatalities in the 65 and over age group.

BICYCLIST INJURY SEVERITY IN CRASHES



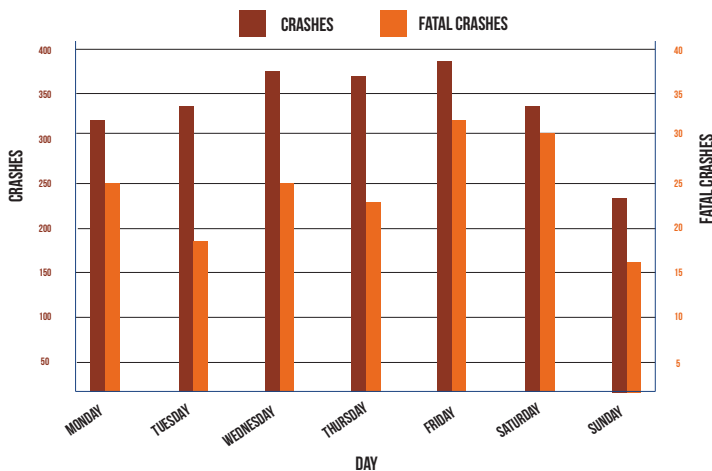
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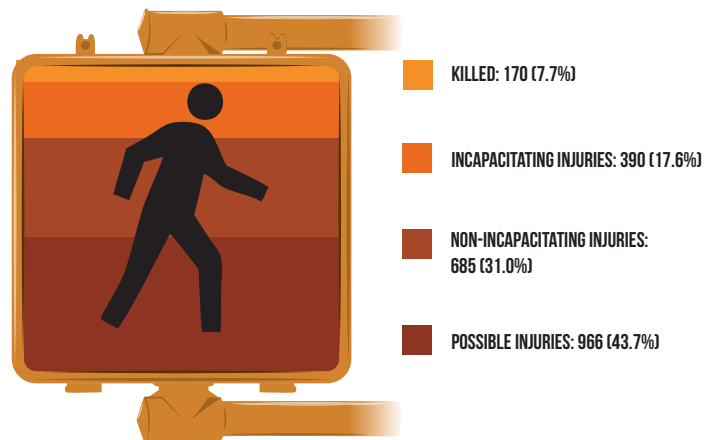
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Pedestrians are defined as a person on foot, skis, skates, rollerblades, or a non-motorized wheelchair, or the rider of a horse or a horse and buggy. Each pedestrian is listed as a separate unit on the Traffic Crash Report.

PEDESTRIAN-INVOLVED CRASHES BY DAY OF THE WEEK



PEDESTRIAN INJURY SEVERITY IN CRASHES



There were 2,482 pedestrians involved in 2,354 motor vehicle crashes.

Of the 2,482 pedestrians involved in crashes, 170 (6.8%) were killed and 2,041 (82.2%) were injured.

There were 112 (65.9%) male pedestrians killed and 58 (34.1%) female pedestrians killed.

Of all pedestrian actions prior to a crash, "crossing not at an intersection" is the most deadly, accounting for 55 (32.4%) of the pedestrian fatalities.

For each pedestrian killed, there were about 12 pedestrians injured.

The highest number of pedestrian-involved crashes occurred during October, with 237 (10.1%).

The time periods with the most pedestrian-involved crashes occurred from 5:00-5:59 PM and 6:00-6:59 PM, with 172 (7.3%).

Friday was the deadliest day for pedestrians with 31 (18.5%) pedestrian-involved fatal crashes and 31 (18.2%) pedestrian fatalities.

Of the 170 pedestrians killed, 51 (30.0%) of the deaths were the result of an alcohol-involved crash and 37 (72.5%) of those pedestrians had been drinking.

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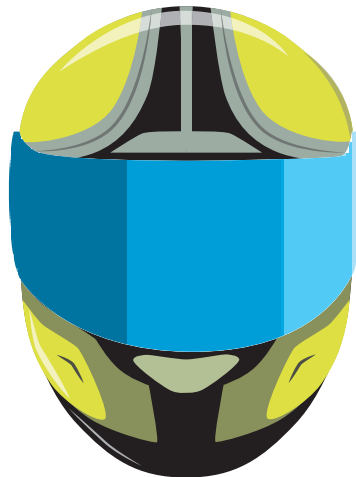
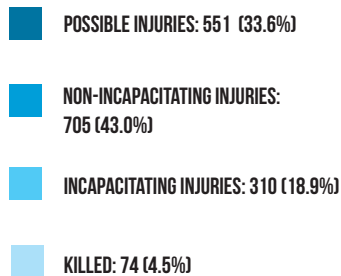
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MOTORCYCLES

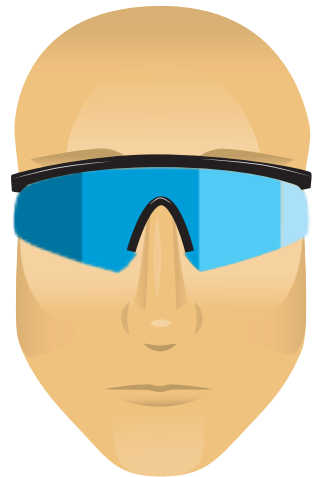
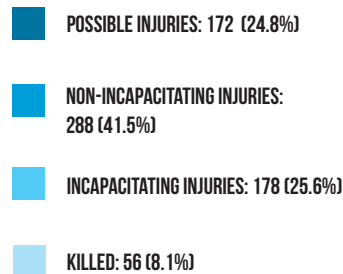
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The visibility of motorcycles is a major concern with regard to motorcycle crashes. A light-colored helmet and eye protection; brightly colored high visibility clothing; leather or thick protective clothing; and long sleeves, pants, over-the-ankle boots, and gloves are all recommended for motorcycle safety by the Motorcycle Safety Foundation.

INJURY SEVERITY FOR HELMETED MOTORCYCLISTS IN CRASHES



INJURY SEVERITY FOR UNHELMETED MOTORCYCLISTS IN CRASHES



The death rate for motorcyclists was 17.9 per 100 million vehicle miles traveled compared to the overall mileage death rate of 1.0 per 100 million vehicle miles traveled.

There were 3,018 motorcycle-involved crashes in which 138 motorcyclists were killed and 2,347 were injured.

Motorcycles were involved in 1.0 percent of all traffic crashes in Michigan.

Out of the 138 motorcyclists killed, 109 (79.0%) motorcycle riders were reported by police as "going straight ahead" just prior to the crash.

There were 130 (94.2%) male motorcyclists and eight (5.8%) female motorcyclists killed in traffic crashes.

Of the motorcyclists killed, 47 (34.1%) deaths were the result of a had-been-drinking crash and 42 (89.4%) of those motorcyclists had drivers coded as drinking.

Among the 138 motorcycle fatalities, 74 (53.6%) motorcyclists were wearing helmets and 56 (40.6%) motorcyclists were not wearing helmets. Helmet use was unknown for 8 (5.8%) motorcyclists.

A 2013 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

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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 4.0 percent (11,890) of the 297,023 traffic crashes in Michigan.

A total of 12,486 heavy truck/bus drivers were involved in crashes, with 11 of those drivers killed.

The 11,890 heavy truck/bus-involved crash count is a 6.8 percent decrease from the 2014 total of 12,763 crashes.

The number of had-been-drinking heavy truck/bus drivers was 24.

There were 85 people killed and 2,901 people injured in heavy truck/bus crashes.

There were 47 pedestrians and 11 bicyclists involved in heavy truck/bus involved crashes. Nine pedestrians (19.1%) and 0 bicyclists (0.0%) were killed.

INJURY SEVERITY IN CRASHES WHERE HEAVY TRUCKS/BUSES WERE INVOLVED



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SCHOOL BUSES

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

Of the 910 school bus-related crashes, 327 (35.9%) occurred between 6:00-8:59 AM and 358 (39.3%) occurred between 3:00-5:59 PM. The remaining 225 (24.7%) crashes occurred during other times of the day.

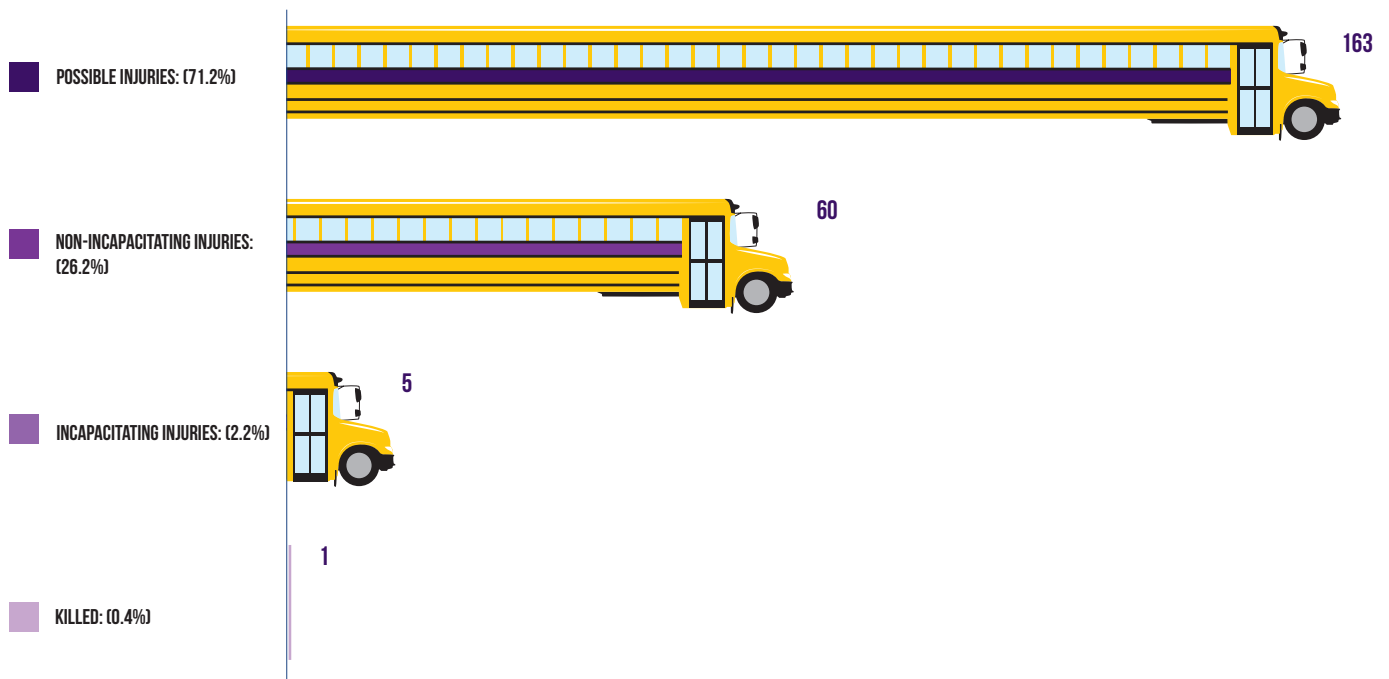
Of the 910 school bus-related crashes, 389 (42.7%) occurred at an intersection.

There were 1,398 people involved and 0 people killed on school buses.

No people on school buses received incapacitating injuries, 19 people received non-incapacitating injuries, and 70 people received possible injuries.

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

INJURY SEVERITY IN CRASHES WHERE SCHOOL BUSES WERE INVOLVED



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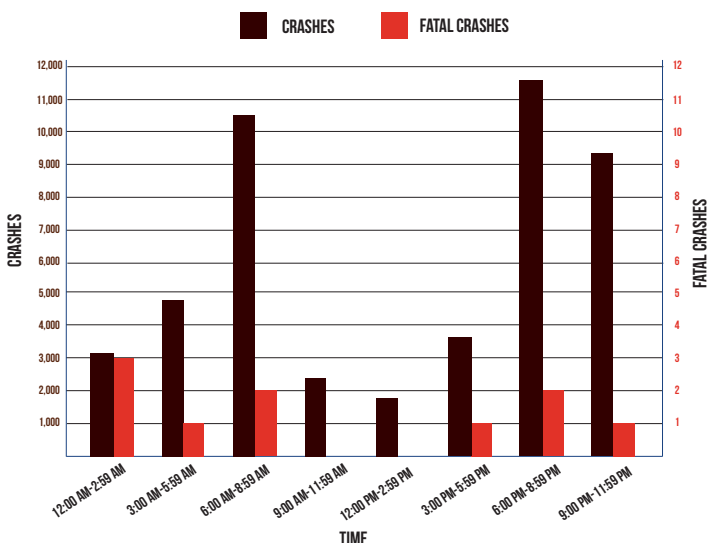
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DEER

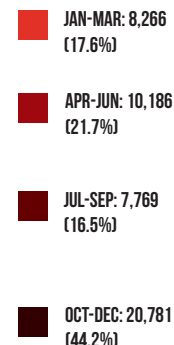
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Deer crashes include situations where a deer is a contributing factor, but does not necessarily come in contact with a traffic unit.

MOTOR VEHICLE-DEER CRASHES BY TIME OF DAY



MOTOR VEHICLE-DEER CRASHES BY TIME OF YEAR



Michigan had 47,002 (15.8% of the total crashes) motor vehicle-deer crashes.

Passenger cars and station wagons represented 76.4 percent (36,088) of the vehicles involved.

As a result of vehicle-deer crashes, 1,132 people were injured and 11 people were killed. Six (54.5%) of those killed were occupants in passenger vehicles and five (45.5%) killed were motorcyclists.

Motor vehicle-deer involved crashes were highest during the 7:00-7:59 PM time period (4,408).

The top 10 counties experiencing vehicle-deer crashes were: Oakland 1,873; Kent 1,528; Jackson 1,324; Lapeer 1,230; Ingham 1,087; Eaton 1,071; Washtenaw 1,062; Genesee 1,037; Calhoun 1,009; and Montcalm 999.

The highest number of vehicle-deer crashes occurred during November (9,292).

Of the motor vehicle-deer crashes, 20,781 (44.2%) occurred during the fourth quarter of the year.

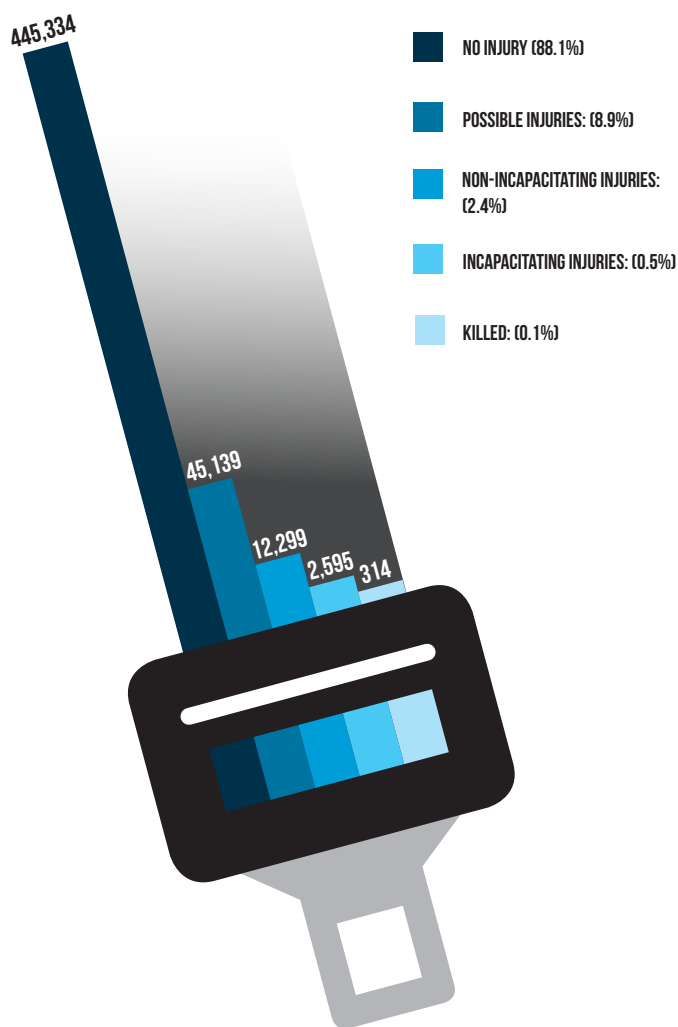
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Seat belt use by motorists is measured two ways: by what motorists report to police at the scene of a traffic crash (reported usage), and by observation surveys where motorists are unaware of the presence of researchers (observed usage).

REPORTED INJURY SEVERITY IN CRASHES WHERE SEAT BELTS WERE USED



Of the 515,409 reported drivers and passengers involved in crashes for which seat belt use was known, 506,050 (98.2%) were reported to have been using seat belts and 9,359 (1.8%) were reported to have not been using seat belts.

The reported percentage of male drivers and passengers (5,381) involved in crashes who did not wear seat belts out of all males in crashes for which seat belt use was known was 2.0 percent. The reported percentage of female drivers and passengers (3,770) involved in crashes who did not wear their seat belts out of all females in crashes for which seat belt use was known was 1.6 percent.

Of the reported drivers and passengers in motor vehicles crashes under 25 years of age, 3,652 (2.6%) were not wearing seat belts.

When looking at known seat belt use for motor vehicle fatalities only, 203 people (39.3%) killed were not wearing seat belts.

Of the fatalities, there were 172 drivers and passengers killed while not wearing a seat belt in the front seat, 23 people killed while not wearing a seat belt in the rear seat, and 8 people killed while not wearing seat belt in an other or unknown seating position.

A total of 339 people in motor vehicle crashes were ejected while not wearing a seat belt. Of the 339 people ejected, 201 were drivers, 135 were injured passengers, and 3 were uninjured passengers. Of the unbelted people who were ejected 72 people (21.2%) were killed.

A 2015 observational study by Wayne State University estimated statewide belt use at 92.8 percent.