

# **Michigan Fatal Crash Trend Report: 2017 Edition**

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## **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 2017. The number of fatal crashes and fatalities in 2017 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 58.7% to 1,028 in 2017.

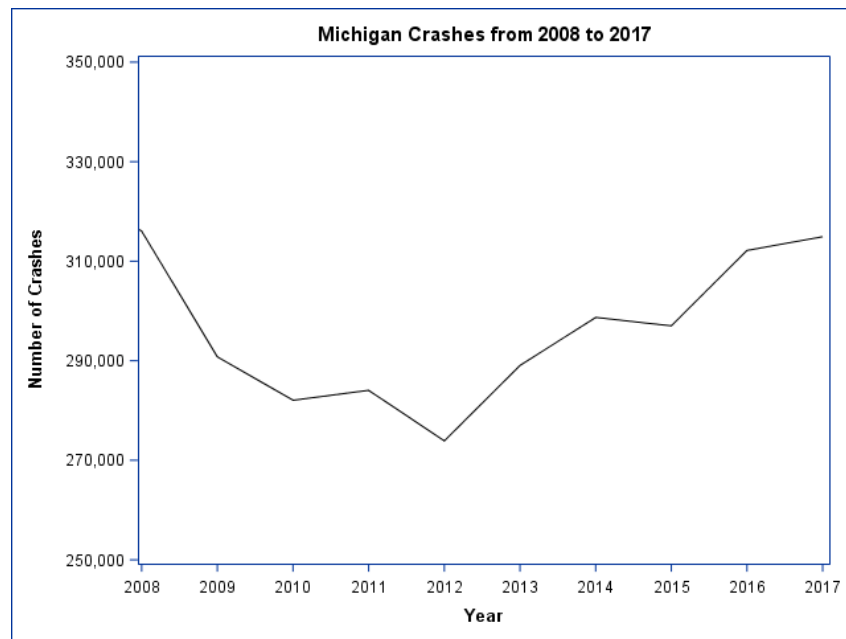
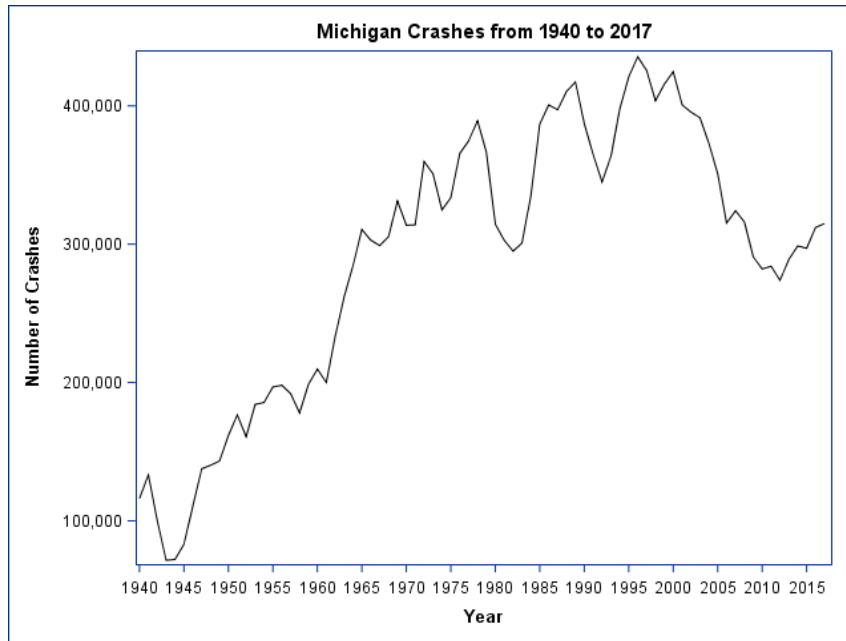
Some findings about the fatal traffic crash experience in Michigan in 2017 include:

- 1,028 people were killed in 937 fatal crashes.
- 359 people died in alcohol-involved crashes, and 246 died in drug-involved crashes.
- 85 fatal crashes involved a driver age 18 to 20, and 123 fatal crashes involved a driver age 65 to 74.
- 206 of the motor vehicle occupants who were killed were not wearing seat belts.
- 175 people died in crashes where at least one driver was speeding.
- 158 pedestrians were killed, and police reports indicate that 44 of these pedestrians had been drinking at the time of the crash.
- 21 bicyclists were killed, one of whom was reported to have been drinking.
- 137 motorecyclists were killed, 59 of whom were not wearing a helmet.
- 190 fatal crashes occurred on Michigan routes, 93 on US routes, and 84 on Interstates.
- 52 fatal crashes were hit-and-run.
- 84 fatal crashes involved a heavy truck or bus.

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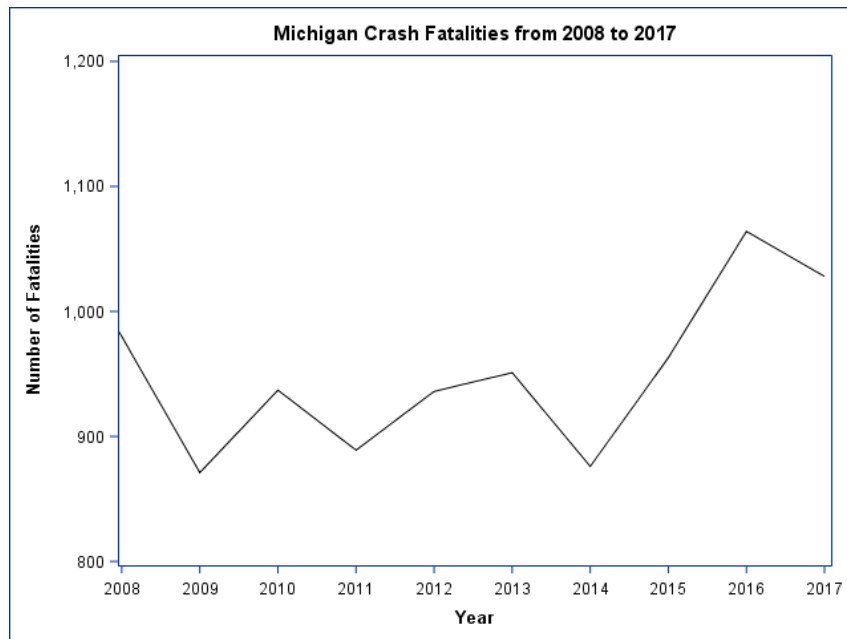
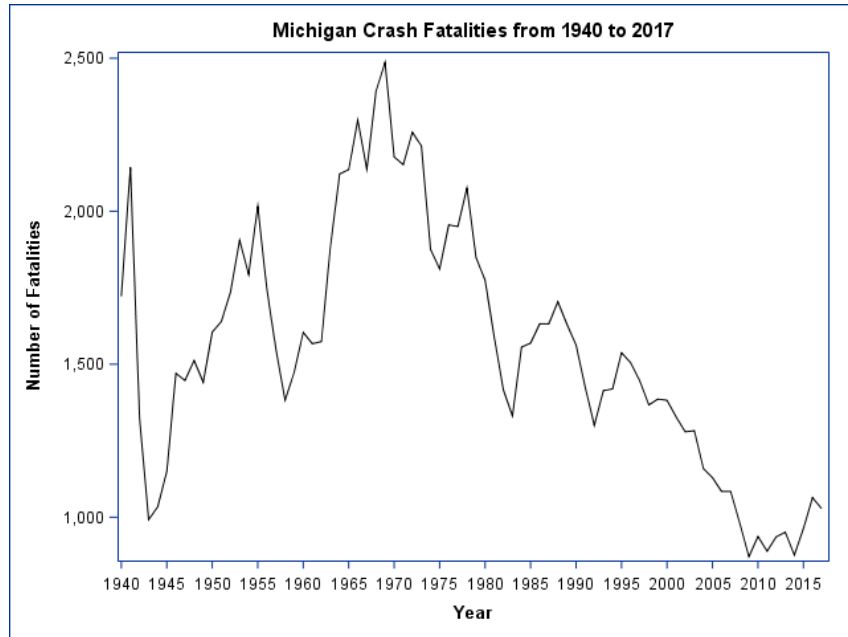
## Observed Trends

### Number of Crashes

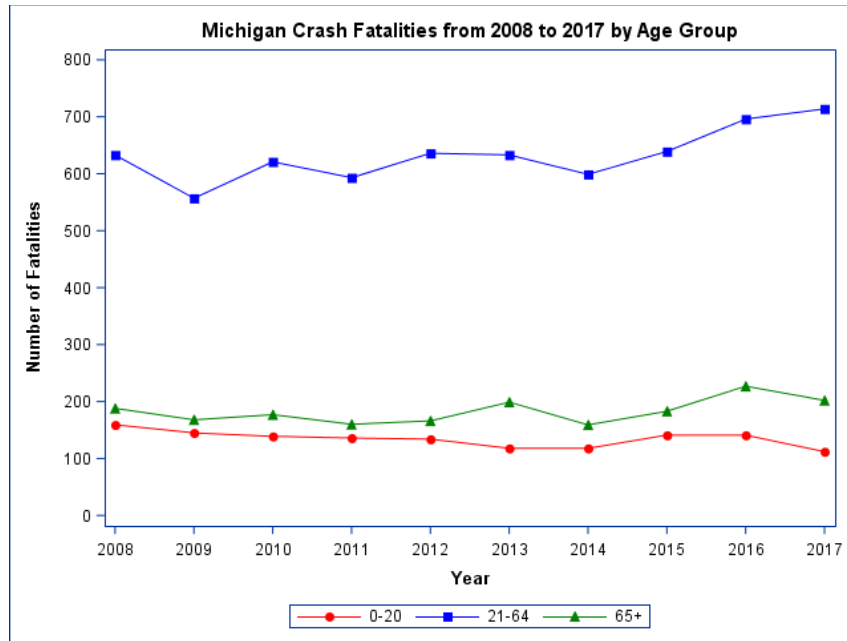


The first graph in this section shows the total number of crashes of all severity levels in Michigan from 1940 to 2017. Crashes peaked in 1996 with 435,477. The second graph considers only the time period from 2008 to 2017. The total number of crashes in Michigan increased from 312,172 in 2016 to 314,921 in 2017 (0.9%).

## 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 2017. Fatalities reached their highest number in 1969 with 2,487 and have shown a general decrease since then. The second graph shows fatalities from 2008 to 2017 only. The total number of fatalities in Michigan decreased from 1,064 in 2016 to 1,028 in 2017 (3.4%).



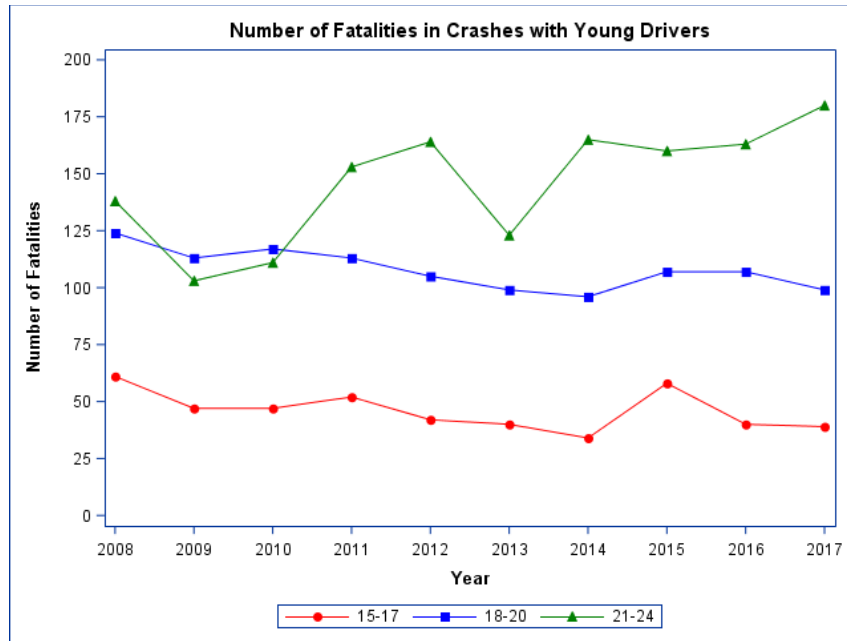
The chart above shows the ten-year fatality trend according to the age of the fatality victim. Fatalities among people under age 21 have trended downward over the past ten years, falling from a high of 159 in 2008 to a low of 112 in 2017, a drop of 29.6%. The number of crash fatalities among people age 21 to 64 has increased each of the past three years, reaching 714 in 2017, the highest total in the ten-year period. The number of fatalities has varied for people 65 and older, but the highest counts occurred in the past two years, with 227 in 2016 and 202 in 2017.

### Fatal Crashes and Fatalities by Factors of Interest

#### Driver Age

| Fatal Crashes Involving Young Drivers |      |      |      |      |      |                             |                             |                             |                             |
|---------------------------------------|------|------|------|------|------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| Age Group                             | 2013 | 2014 | 2015 | 2016 | 2017 | 2013-2014<br>Percent Change | 2014-2015<br>Percent Change | 2015-2016<br>Percent Change | 2016-2017<br>Percent Change |
| Driver age 15-17                      | 35   | 29   | 52   | 37   | 32   | -17.1%                      | 79.3%                       | -28.8%                      | -13.5%                      |
| Driver age 18-20                      | 90   | 84   | 96   | 98   | 85   | -6.7%                       | 14.3%                       | 2.1%                        | -13.3%                      |
| Driver age 21-24                      | 109  | 150  | 147  | 151  | 163  | 37.6%                       | -2.0%                       | 2.7%                        | 7.9%                        |

The table above shows the number of fatal crashes for young driver age groups from 2013 to 2017, 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 age 15 to 17 decreased 13.5% from 2016 to 2017, and those involving drivers age 18 to 20 decreased 13.3%, while crashes involving drivers age 21 to 24 increased 7.9% between the two years.

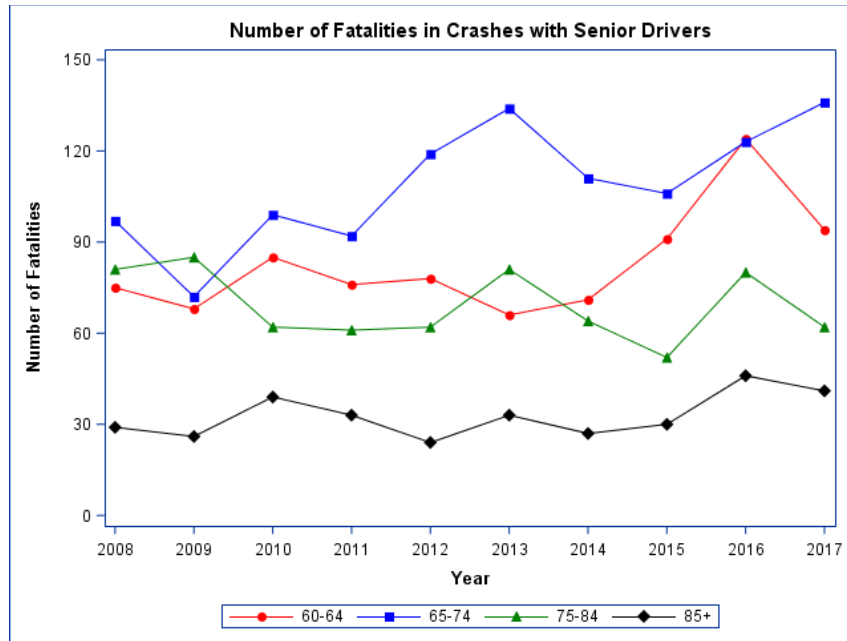


This chart shows the number of fatalities that occurred in crashes involving a driver in each of the young driver age groups defined above. The legend indicates the young driver age group, which is not necessarily the age of the fatality victim. The younger two driver age groups showed a net decrease in the number of fatalities over the ten-year period. Fatalities in crashes with drivers age 15 to 17 declined 36.1% from 2008 to 2017, and fatalities in crashes with drivers age 18 to 20 dropped 20.2%. In contrast, fatalities in crashes with a driver age 21-24 rose from 138 in 2008 to 180 in 2017, an increase of 30.4%.

| Age Group        | 2013 | 2014 | 2015 | 2016 | 2017 | 2013-2014 Percent Change | 2014-2015 Percent Change | 2015-2016 Percent Change | 2016-2017 Percent Change |
|------------------|------|------|------|------|------|--------------------------|--------------------------|--------------------------|--------------------------|
| Driver age 60-64 | 64   | 66   | 85   | 115  | 86   | 3.1%                     | 28.8%                    | 35.3%                    | -25.2%                   |
| Driver age 65-74 | 118  | 103  | 98   | 108  | 123  | -12.7%                   | -4.9%                    | 10.2%                    | 13.9%                    |
| Driver age 75-84 | 76   | 57   | 49   | 69   | 57   | -25.0%                   | -14.0%                   | 40.8%                    | -17.4%                   |
| Driver age 85+   | 31   | 26   | 27   | 41   | 38   | -16.1%                   | 3.8%                     | 51.9%                    | -7.3%                    |

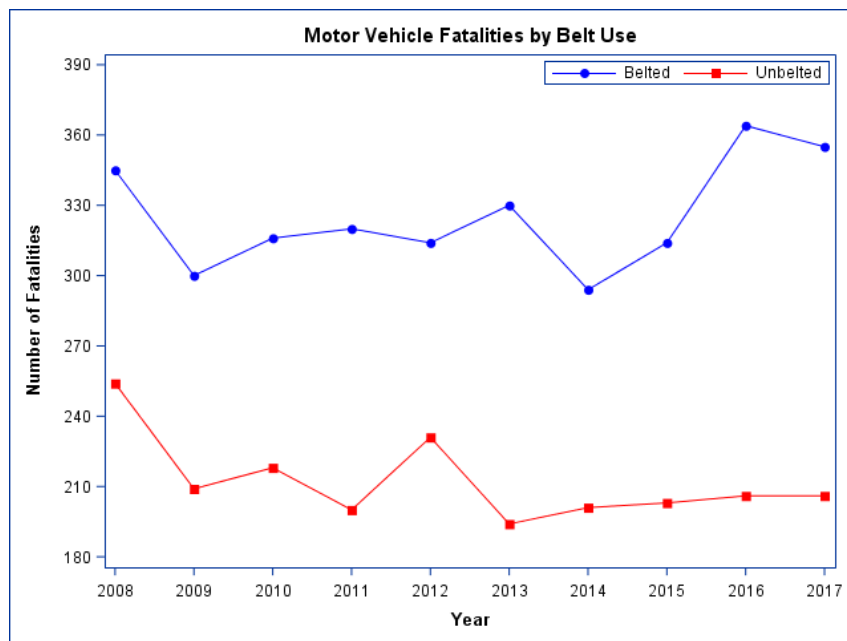
For fatal crashes involving senior drivers, three of the four age groups showed a decrease from 2016 to 2017. In contrast, fatal crashes involving drivers age 65 to 74 increased 13.9%, rising from 108 in 2016 to 123 in 2017. Again, the age groups are not mutually exclusive, and some fatal crashes may 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 2008 to 2017 was the 75-84 group, with a 23.5% drop. Fatalities in crashes involving a driver 60-64 rose 25.3% over the ten-year period, fatalities in crashes with a driver 65-74 increased 40.2%, and fatalities in crashes with a driver 85 or older were up 41.4%.

### Belt Use

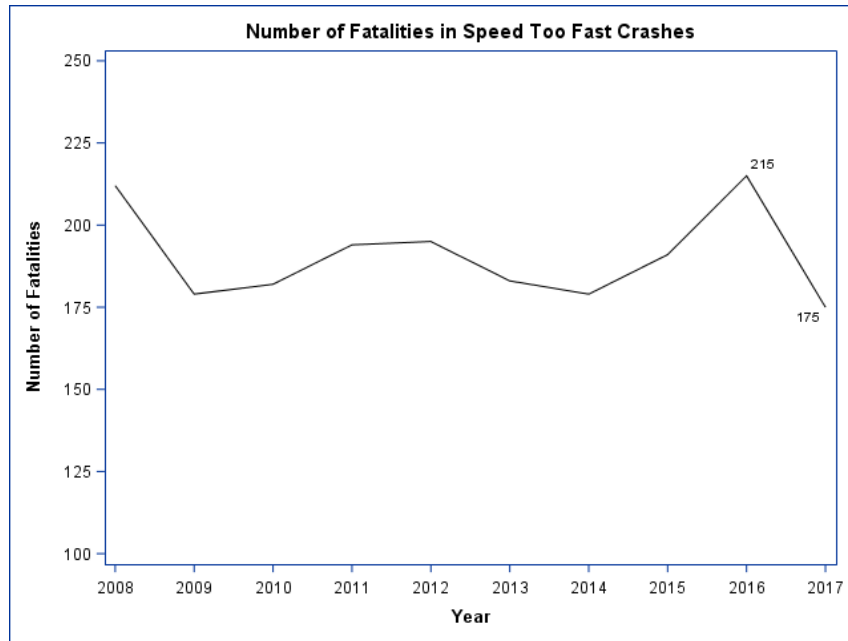


The belt use chart above shows the number of occupants of motor vehicles who were killed each year according to belt use status. Belted occupants were wearing a lap belt, shoulder belt, both lap and shoulder belts, or were coded “restraint failure” on the restraint use variable. In the case of unbelted occupants,

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.

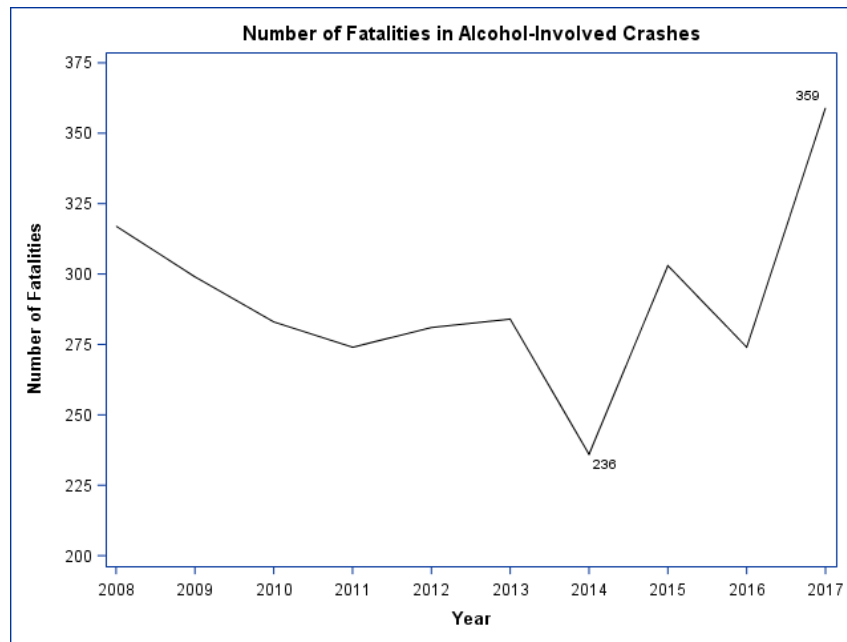
Over the ten-year period, the number of unbelted fatalities was highest in 2008 with 254. By 2013, the number of unbelted fatalities had decreased 23.6% to 194. Since 2013 the number of unbelted fatalities has risen only slightly, tallying 206 in both 2016 and 2017.

### Speeding

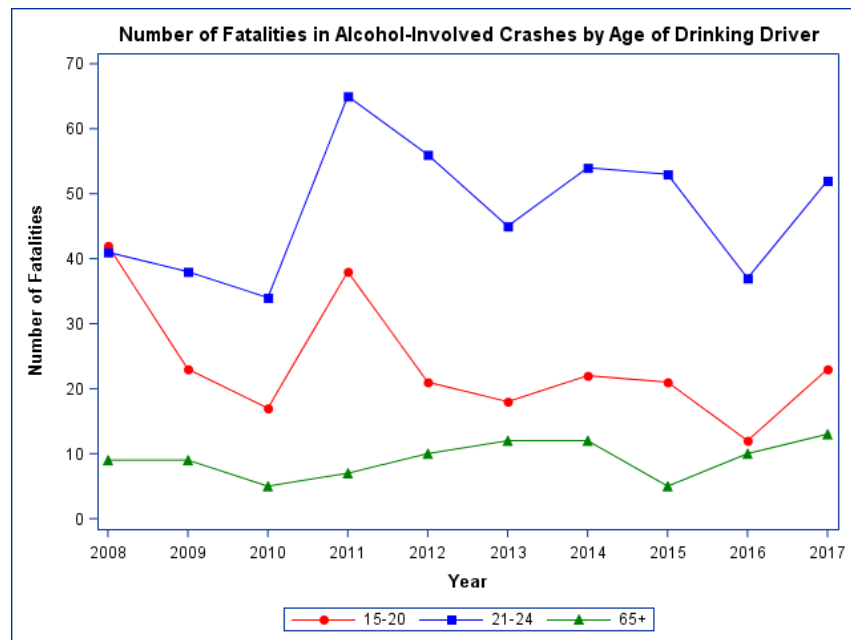


In the last ten years, 13,909 motor vehicles were involved in fatal crashes in Michigan. The most common hazardous action coded for these drivers was speed too fast, representing 1,778 drivers in 1,742 fatal crashes from 2008 to 2017. The chart above shows the number of fatalities resulting from these 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, an 18.6% decrease.

## Alcohol-Involved Crashes



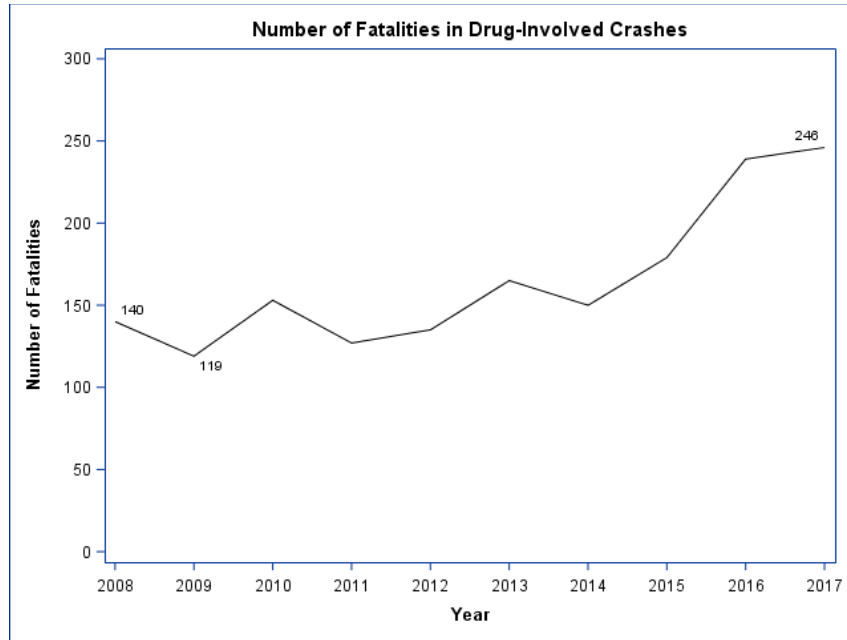
Over the last ten years, the highest number of fatalities in alcohol-involved crashes occurred in 2017 with 359, and the lowest was 236 in 2014. The 2017 total was an increase of 31.0% from the 274 alcohol-involved fatalities in 2016 and an increase of 13.2% from 2008.



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 2017, there were 23 fatalities in crashes involving drinking drivers age 15 to 20, down 45.2% from the 42 fatalities in 2008, but up 91.7% from the 12 fatalities in 2016. In crashes involving at least one young driver age 21 to 24 who had been drinking in 2017, there were 52 fatalities. This represented an increase of 26.8% from the 41 such fatalities in 2008, and a rise of

40.5% from the 37 fatalities in 2016. In 2017 there were 13 fatalities in crashes involving drinking drivers age 65 and over, the highest number in the ten-year time period.

### Drug-Involved Crashes

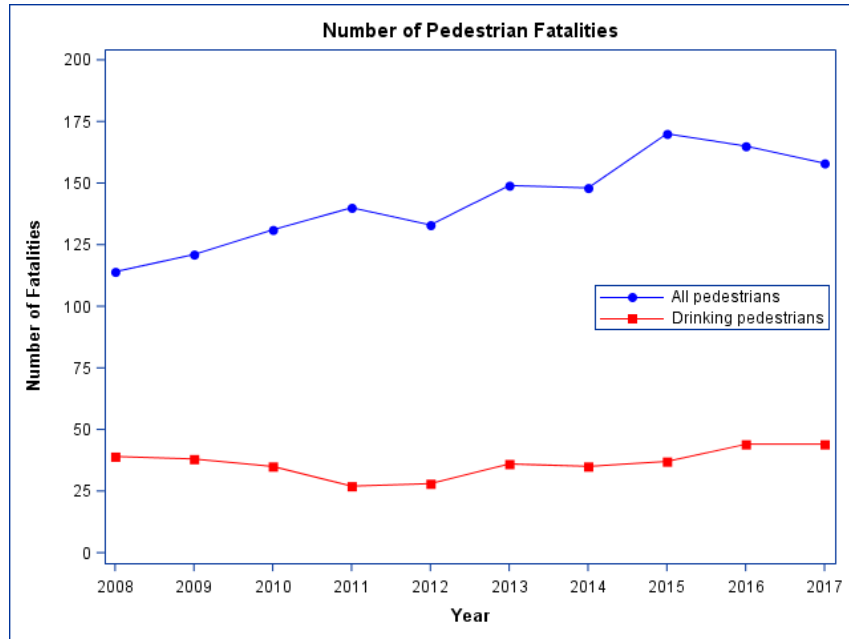


The chart above shows the reported number of fatalities in drug-involved crashes over the ten-year period. This number rose 75.7% from 140 in 2008 to 246 in 2017.

| Cannabinoid Use   | Year     |          |          |           |           |
|---|----------|----------|----------|-----------|-----------|
|   | 2013     | 2014     | 2015     | 2016      | 2017      |
| Drivers Positive Cannabinoid / Total Drivers in Fatal Crashes | 71/1,388 | 78/1,280 | 97/1,479 | 142/1,570 | 136/1,530 |
| Percent of Drivers Positive Cannabinoid                       | 5.1%     | 6.1%     | 6.6%     | 9.0%      | 8.9%      |

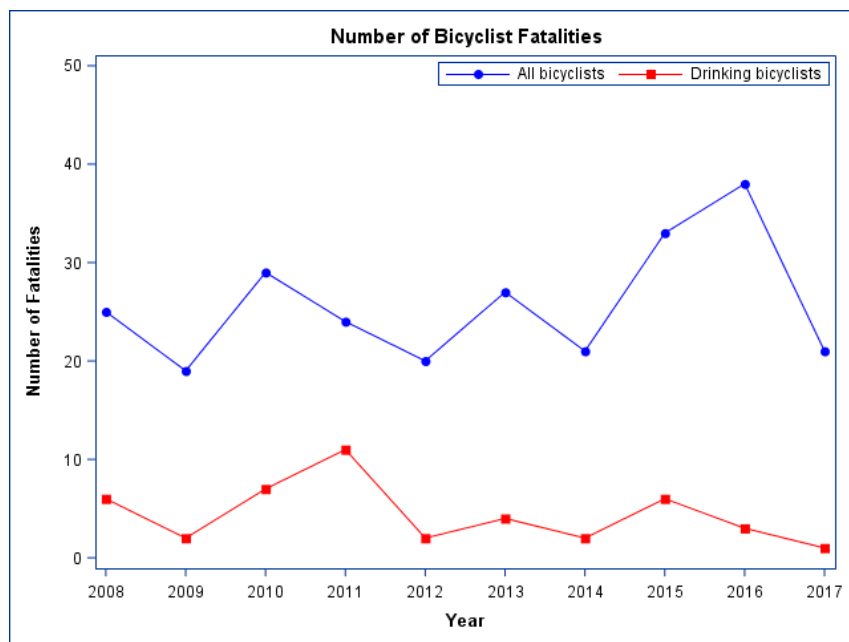
The table above indicates that among all drivers involved in a fatal crash, 8.9% tested positive for cannabinoid use in 2017. This percentage is on par with 2016 but higher than the percentages from the previous three years.

## Pedestrian Fatalities



Pedestrian fatalities have generally trended upwards over the past ten years. The 158 pedestrian fatalities in 2017 was 38.6% higher than the 114 pedestrian fatalities in 2008. The number peaked at 170 in 2015 before falling slightly to 165 in 2016 and another 4.2% decrease to 158 in 2017. In 2017, 44 (27.8%) 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 39 in 2008 to 27 in 2011, before rising to a peak of 44 in 2016 and 2017.

## Bicyclist Fatalities



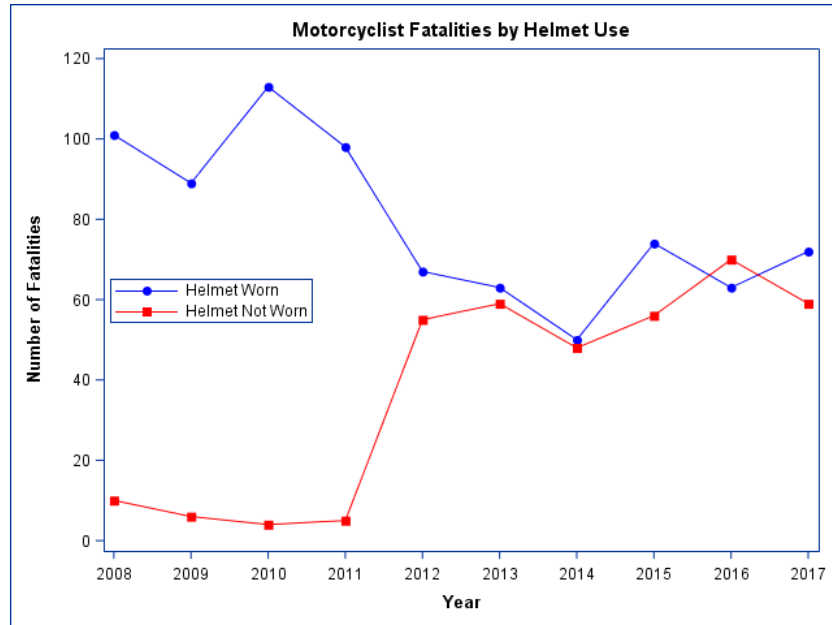
The number of bicyclist fatalities (shown in the chart at the bottom of the previous page) has shown considerable variation over the past ten years. The lowest number of bicyclist fatalities occurred in 2009 with 19, and the highest number was 38 in 2016. The number dropped 44.7% from 2016 to 21 bicyclist fatalities in 2017. The number of killed bicyclists who had been drinking has been relatively low each year, apart from the 11 fatalities in 2011. Only one of the 21 bicyclists who were killed in 2017 had been drinking (4.8%).

#### Motorcyclists in Crashes

| 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         |
| 2008  | 125              | 890                          | 1,371                      | 1,053               | 945           | 109                | 4,493         |
| 2009  | 103              | 739                          | 1,129                      | 857                 | 870           | 114                | 3,812         |
| 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         |
| <b>Total</b>                                | <b>1,242</b>     | <b>6,414</b>                 | <b>11,535</b>              | <b>8,193</b>        | <b>8,331</b>  | <b>874</b>         | <b>36,589</b> |

A total of 3,237 motorcyclists were involved in crashes in Michigan in 2017, a decrease of 12.8% from 3,711 motorcyclists in 2016. The 137 motorcyclists killed in crashes in 2017 was down slightly from 141 in 2016. Suspected serious injuries rose from 659 in 2016 to 684 in 2017, an increase of 3.8% and the highest total since 2009. Suspected minor injuries and possible injuries both decreased from 2016 to 2017.

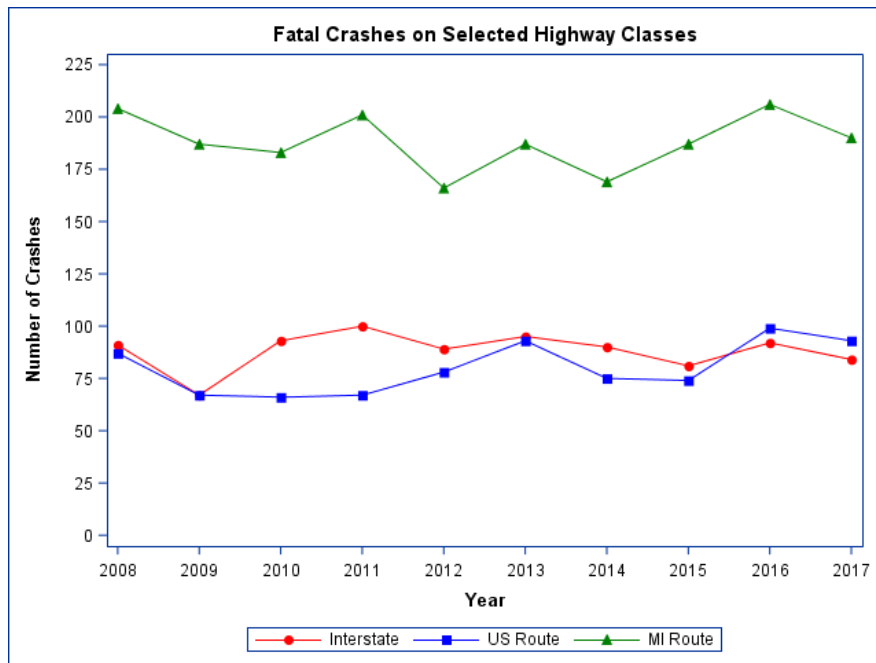
## Helmet Use among Motorcyclist Fatalities



| Year         | Helmet Use Among Fatally Injured Motorcyclists |                 |              |
|--------------|--|-----------------|--------------|
|              | Helmet Worn                                    | Helmet Not Worn | Total        |
| 2008         | 101  | 10              | 111          |
| 2009         | 89   | 6               | 95           |
| 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          |
| <b>Total</b> | <b>790</b>                                     | <b>372</b>      | <b>1,162</b> |

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. From 2008 through 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. In 2017, 72 fatally injured motorcyclists were helmeted and 59 were not. Data used to generate the chart are shown in the table below it. Unknown helmet use cases were excluded.

## Highway Class



In most years, including 2017, more fatal crashes take place on Michigan routes than on Interstate and US routes combined. All three of these road classes showed a drop in the number of fatal crashes from 2016 to 2017. Fatal crashes on Michigan routes decreased from 206 to 190, those on US routes from 99 to 93, and fatal crashes on Interstate routes dropped from 92 to 84.

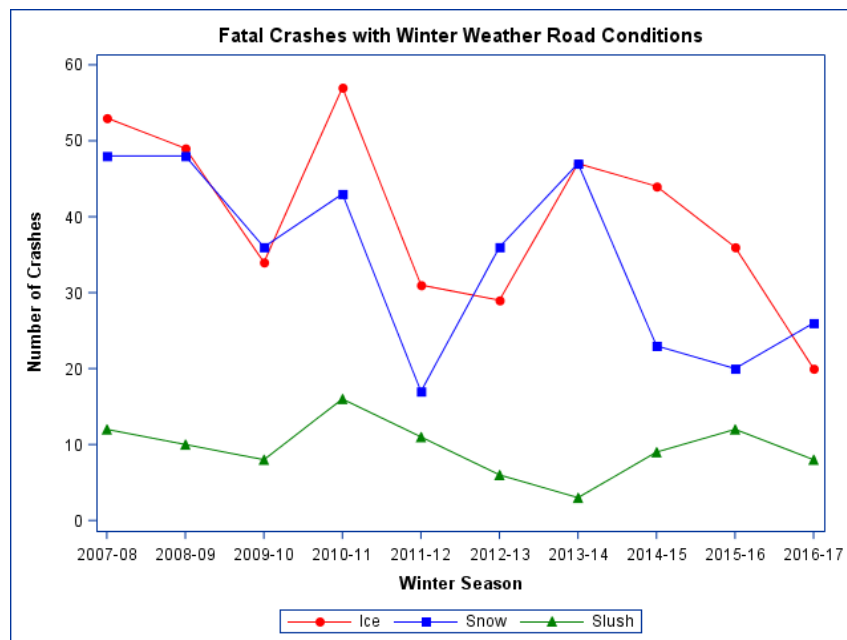


## Fatalities by Highway Class

| Highway Class                        | Fatalities by Highway Class |            |            |            |            |            |            |            |              |              | Total Fatalities |
|--------------------------------------|-----------------------------|------------|------------|------------|------------|------------|------------|------------|--------------|--------------|------------------|
|                                      | 2008                        | 2009       | 2010       | 2011       | 2012       | 2013       | 2014       | 2015       | 2016         | 2017         |                  |
| Interstate route                     | 95                          | 71         | 100        | 106        | 94         | 104        | 98         | 95         | 104          | 96           | 963              |
| U.S. route                           | 94                          | 72         | 73         | 77         | 86         | 99         | 84         | 76         | 109          | 111          | 881              |
| Michigan route                       | 217                         | 203        | 195        | 218        | 185        | 202        | 186        | 199        | 222          | 207          | 2,034            |
| Interstate business loop or spur     | 6                           | 9          | 9          | 13         | 12         | 12         | 8          | 9          | 15           | 16           | 109              |
| U.S. business route                  | 9                           | 7          | 8          | 4          | 5          | 7          | 6          | 4          | 3            | 2            | 55               |
| Michigan business route              | 0                           | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0            | 0            | 1                |
| Connector                            | 0                           | 1          | 2          | 1          | 1          | 3          | 0          | 1          | 1            | 0            | 10               |
| Not located                          | 0                           | 0          | 2          | 1          | 3          | 1          | 2          | 1          | 0            | 0            | 10               |
| County road, city street, or unknown | 559                         | 508        | 548        | 469        | 549        | 523        | 492        | 578        | 610          | 596          | 5,432            |
| <b>Total Fatalities</b>              | <b>980</b>                  | <b>871</b> | <b>937</b> | <b>889</b> | <b>936</b> | <b>951</b> | <b>876</b> | <b>963</b> | <b>1,064</b> | <b>1,028</b> | <b>9,495</b>     |

The table above shows the fatality trends over the past ten years for all classes of highways in Michigan. From 2016 to 2017, fatalities on Interstates decreased 7.7%, fatalities on Michigan routes were down 6.8%, and fatalities in the category of county road, city street, or unknown declined 2.3%. In 2017, the majority of fatalities occurred in the county road/city street/unknown category (58.0%), followed by Michigan routes (20.1%), U.S. routes (10.8%), and Interstates (9.3%).

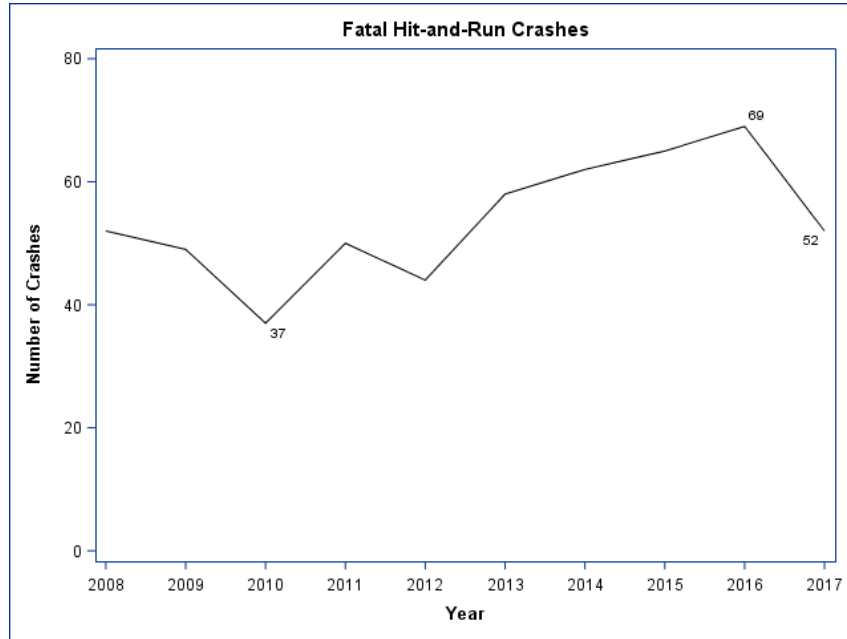
## Winter Road Conditions



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

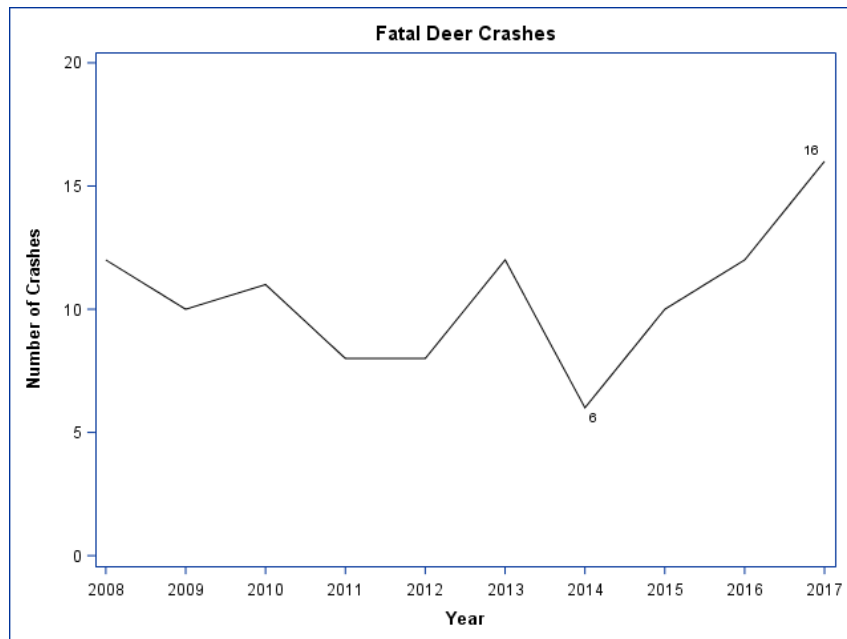
crashes occurred in the winter of 2010-2011 with 116. The lowest count was during the winter of 2016-2017 with 54, 26 on snowy roads, 20 on icy roads, and eight on slushy roads.

### Hit-and-Run



Fatal hit-and-run crashes dropped from 69 in 2016 to 52 in 2017, a decline of 24.6%. This was the first decrease after four straight years of rising fatal hit-and-run crashes.

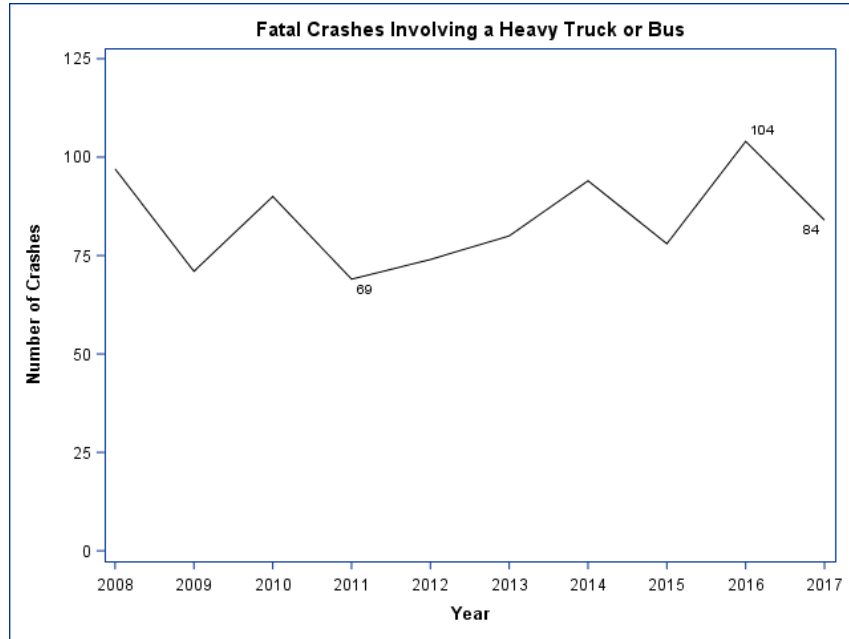
### Deer



While traffic crashes involving a deer are relatively common in Michigan—50,949 such crashes occurred in 2017—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 highest number of fatal deer crashes (16) occurred in 2017.

### Heavy Trucks/Buses

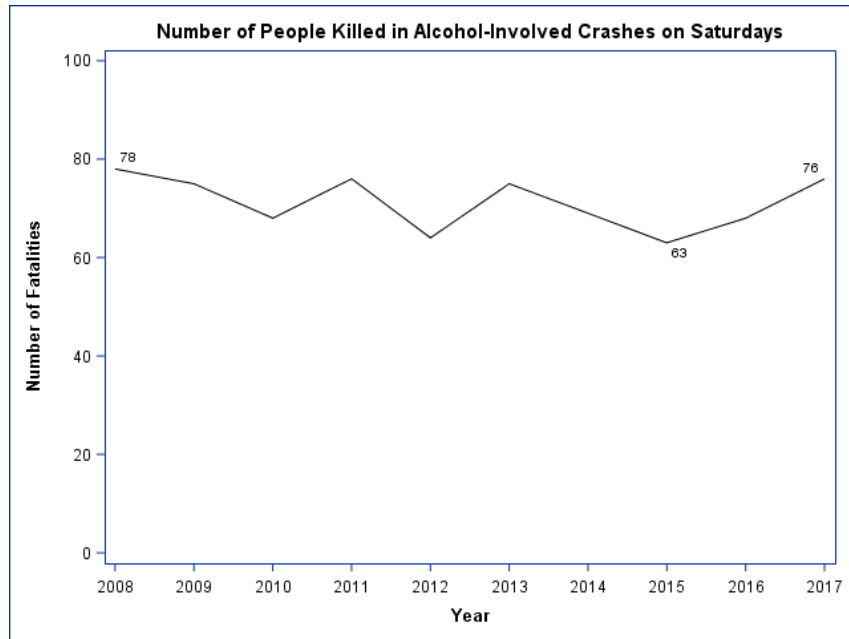


Over the past ten years, the highest number of fatal crashes involving a heavy truck or bus occurred in 2016 with 104. This number dropped 19.2% to 84 fatal truck/bus crashes in 2017. The 2017 total represents a decline of 13.4% from the 97 fatal truck/bus crashes in 2008.

### Saturdays



Over the past ten years, more fatalities on the roads have occurred on Saturdays than any other day of the week. From 2008 to 2017, an average of about 171 fatalities per year have taken place on Saturdays, 149 on Sundays and Fridays, and from about 118 to 123 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 at the bottom of the previous page). The 172 fatalities on Saturday in 2017 reflected a drop of 11.8% from the 195 Saturday fatalities in 2016.



The number of fatalities in alcohol-involved crashes on Saturdays has shown small fluctuations over the past ten years, ranging from a low of 63 in 2015 to a high of 78 in 2008, with 76 occurring in 2017 (see chart above). Out of all fatalities from Saturday crashes in 2017, 44.2% involved alcohol, which was an increase from 34.9% in 2016.

Number of Fatal Crashes 2013-2017

| <b>Number of Fatal Crashes by Category</b> | <b>2013</b> | <b>2014</b> | <b>2015</b> | <b>2016</b> | <b>2017</b> | <b>2013-2014 Percent Change</b> | <b>2014-2015 Percent Change</b> | <b>2015-2016 Percent Change</b> | <b>2016-2017 Percent Change</b> | <b>2013-2017 Percent Change</b> |
|--|-------------|-------------|-------------|-------------|-------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| All fatal crashes                          | 881         | 806         | 893         | 980         | 937         | -8.5%                           | 10.8%                           | 9.7%                            | -4.4%                           | 6.4%                            |
| Alcohol involved                           | 257         | 222         | 271         | 254         | 320         | -13.6%                          | 22.1%                           | -6.3%                           | 26.0%                           | 24.5%                           |
| Drug involved                              | 142         | 131         | 159         | 216         | 221         | -7.7%                           | 21.4%                           | 35.8%                           | 2.3%                            | 55.6%                           |
| Construction/maintenance zone              | 8           | 17          | 11          | 16          | 21          | 112.5%                          | -35.3%                          | 45.5%                           | 31.3%                           | 162.5%                          |
| Head-on crashes                            | 99          | 119         | 103         | 115         | 100         | 20.2%                           | -13.4%                          | 11.7%                           | -13.0%                          | 1.0%                            |
| Bicyclist involved                         | 29          | 21          | 34          | 33          | 21          | -27.6%                          | 61.9%                           | -2.9%                           | -36.4%                          | -27.6%                          |
| Farm equipment involved                    | 2           | 1           | 4           | 2           | 1           | -50.0%                          | 300.0%                          | -50.0%                          | -50.0%                          | -50.0%                          |
| Hit-and-run                                | 58          | 62          | 65          | 69          | 52          | 6.9%                            | 4.8%                            | 6.2%                            | -24.6%                          | -10.3%                          |
| Lane departure - multiple vehicle          | 103         | 108         | 105         | 118         | 98          | 4.9%                            | -2.8%                           | 12.4%                           | -16.9%                          | -4.9%                           |
| Lane departure - parked vehicle            | 11          | 7           | 8           | 12          | 6           | -36.4%                          | 14.3%                           | 50.0%                           | -50.0%                          | -45.5%                          |
| Motorcycle involved                        | 127         | 105         | 133         | 138         | 131         | -17.3%                          | 26.7%                           | 3.8%                            | -5.1%                           | 3.1%                            |
| Pedestrian involved                        | 149         | 148         | 168         | 164         | 156         | -0.7%                           | 13.5%                           | -2.4%                           | -4.9%                           | 4.7%                            |
| Truck or bus involved                      | 80          | 94          | 78          | 104         | 84          | 17.5%                           | -17.0%                          | 33.3%                           | -19.2%                          | 5.0%                            |
| Saturday/Sunday                            | 293         | 292         | 294         | 320         | 286         | -0.3%                           | 0.7%                            | 8.8%                            | -10.6%                          | -2.4%                           |
| US route                                   | 93          | 75          | 74          | 99          | 93          | -19.4%                          | -1.3%                           | 33.8%                           | -6.1%                           | 0.0%                            |
| Interstate route                           | 95          | 90          | 81          | 92          | 84          | -5.3%                           | -10.0%                          | 13.6%                           | -8.7%                           | -11.6%                          |
| County road, city street, or unknown       | 485         | 456         | 536         | 565         | 554         | -6.0%                           | 17.5%                           | 5.4%                            | -1.9%                           | 14.2%                           |
| Dark unlighted                             | 256         | 260         | 235         | 243         | 248         | 1.6%                            | -9.6%                           | 3.4%                            | 2.1%                            | -3.1%                           |
| Two traffic lanes                          | 538         | 498         | 550         | 573         | 576         | -7.4%                           | 10.4%                           | 4.2%                            | 0.5%                            | 7.1%                            |
| Dry road                                   | 653         | 609         | 699         | 741         | 700         | -6.7%                           | 14.8%                           | 6.0%                            | -5.5%                           | 7.2%                            |
| Wet road                                   | 129         | 109         | 119         | 126         | 148         | -15.5%                          | 9.2%                            | 5.9%                            | 17.5%                           | 14.7%                           |
| Icy road                                   | 37          | 46          | 35          | 40          | 25          | 24.3%                           | -23.9%                          | 14.3%                           | -37.5%                          | -32.4%                          |
| Snowy road                                 | 47          | 32          | 19          | 34          | 28          | -31.9%                          | -40.6%                          | 78.9%                           | -17.6%                          | -40.4%                          |

Number of Fatalities 2013-2017

| Number of Fatalities by Category     | 2013 | 2014 | 2015 | 2016  | 2017  | 2013-2014 Percent Change | 2014-2015 Percent Change | 2015-2016 Percent Change | 2016-2017 Percent Change | 2013-2017 Percent Change |
|--------------------------------------|------|------|------|-------|-------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| All fatalities                       | 951  | 876  | 963  | 1,064 | 1,028 | -7.9%                    | 9.9%                     | 10.5%                    | -3.4%                    | 8.1%                     |
| Alcohol involved                     | 284  | 236  | 303  | 274   | 359   | -16.9%                   | 28.4%                    | -9.6%                    | 31.0%                    | 26.4%                    |
| Drug involved                        | 165  | 150  | 179  | 239   | 246   | -9.1%                    | 19.3%                    | 33.5%                    | 2.9%                     | 49.1%                    |
| Construction/maintenance zone        | 8    | 17   | 15   | 17    | 23    | 112.5%                   | -11.8%                   | 13.3%                    | 35.3%                    | 187.5%                   |
| Head-on crashes                      | 111  | 147  | 125  | 137   | 119   | 32.4%                    | -15.0%                   | 9.6%                     | -13.1%                   | 7.2%                     |
| Bicyclist fatalities                 | 27   | 21   | 33   | 38    | 21    | -22.2%                   | 57.1%                    | 15.2%                    | -44.7%                   | -22.2%                   |
| Farm equipment involved              | 2    | 1    | 4    | 2     | 1     | -50.0%                   | 300.0%                   | -50.0%                   | -50.0%                   | -50.0%                   |
| Hit-and-run                          | 64   | 63   | 68   | 75    | 55    | -1.6%                    | 7.9%                     | 10.3%                    | -26.7%                   | -14.1%                   |
| Lane departure - multiple vehicle    | 113  | 132  | 126  | 140   | 118   | 16.8%                    | -4.5%                    | 11.1%                    | -15.7%                   | 4.4%                     |
| Lane departure - parked vehicle      | 11   | 7    | 10   | 14    | 6     | -36.4%                   | 42.9%                    | 40.0%                    | -57.1%                   | -45.5%                   |
| Motorcyclist fatalities              | 128  | 107  | 138  | 141   | 137   | -16.4%                   | 29.0%                    | 2.2%                     | -2.8%                    | 7.0%                     |
| Pedestrian fatalities                | 149  | 148  | 170  | 165   | 158   | -0.7%                    | 14.9%                    | -2.9%                    | -4.2%                    | 6.0%                     |
| Truck or bus involved                | 94   | 105  | 85   | 120   | 95    | 11.7%                    | -19.0%                   | 41.2%                    | -20.8%                   | 1.1%                     |
| Saturday/Sunday                      | 319  | 310  | 326  | 351   | 322   | -2.8%                    | 5.2%                     | 7.7%                     | -8.3%                    | 0.9%                     |
| US route                             | 99   | 84   | 76   | 109   | 111   | -15.2%                   | -9.5%                    | 43.4%                    | 1.8%                     | 12.1%                    |
| Interstate route                     | 104  | 98   | 95   | 104   | 96    | -5.8%                    | -3.1%                    | 9.5%                     | -7.7%                    | -7.7%                    |
| County road, city street, or unknown | 523  | 492  | 578  | 610   | 596   | -5.9%                    | 17.5%                    | 5.5%                     | -2.3%                    | 14.0%                    |
| Dark unlighted                       | 271  | 292  | 248  | 258   | 269   | 7.7%                     | -15.1%                   | 4.0%                     | 4.3%                     | -0.7%                    |
| Two traffic lanes                    | 587  | 551  | 592  | 629   | 634   | -6.1%                    | 7.4%                     | 6.3%                     | 0.8%                     | 8.0%                     |
| Dry road                             | 693  | 660  | 753  | 803   | 767   | -4.8%                    | 14.1%                    | 6.6%                     | -4.5%                    | 10.7%                    |
| Wet road                             | 146  | 116  | 127  | 133   | 163   | -20.5%                   | 9.5%                     | 4.7%                     | 22.6%                    | 11.6%                    |
| Icy road                             | 46   | 50   | 40   | 50    | 29    | 8.7%                     | -20.0%                   | 25.0%                    | -42.0%                   | -37.0%                   |
| Snowy road                           | 49   | 38   | 21   | 36    | 30    | -22.4%                   | -44.7%                   | 71.4%                    | -16.7%                   | -38.8%                   |