

RURAL CRASHES

| Crash Contributing Factor | Fatal Crashes | Suspected Serious Crashes | Suspected Minor Crashes | Possible Injury Crashes | Non-Injury Crashes | Unknown Severity Crashes | Total Crashes |
|--------------------------------------|---------------|---------------------------|-------------------------|-------------------------|--------------------|--------------------------|---------------|
| ANIMAL ON ROAD-DOMESTIC | 8 | 62 | 234 | 201 | 1,981 | 30 | 2,516 |
| ANIMAL ON ROAD- WILD | 14 | 136 | 525 | 361 | 3,948 | 50 | 5,034 |
| BACKED WITHOUT SAFETY | 5 | 13 | 65 | 96 | 2,123 | 180 | 2,482 |
| CELL/MOBILE DEVICE USE - OTHER | 8 | 32 | 93 | 71 | 344 | 2 | 550 |
| CELL/MOBILE DEVICE USE - TALKING | 10 | 8 | 25 | 24 | 90 | 0 | 157 |
| CELL/MOBILE DEVICE USE - TEXTING | 3 | 13 | 38 | 26 | 173 | 2 | 255 |
| CELL/MOBILE DEVICE USE - UNKNOWN | 3 | 18 | 36 | 28 | 146 | 5 | 236 |
| CHANGED LANE WHEN UNSAFE | 9 | 132 | 591 | 668 | 7,729 | 52 | 9,181 |
| DEFECTIVE OR NO HEADLAMPS | 9 | 12 | 14 | 7 | 49 | 2 | 93 |
| DEFECTIVE OR NO STOP LAMPS | 4 | 6 | 14 | 7 | 53 | 0 | 84 |
| DEFECTIVE OR NO TAIL LAMPS | 8 | 9 | 27 | 11 | 58 | 2 | 115 |
| DEFECTIVE OR NO TURN SIGNAL LAMPS | 3 | 4 | 17 | 4 | 68 | 1 | 97 |
| DEFECTIVE OR NO TRAILER BRAKES | 1 | 3 | 6 | 7 | 60 | 0 | 77 |
| DEFECTIVE OR NO VEHICLE BRAKES | 4 | 23 | 114 | 109 | 522 | 9 | 781 |
| DEFECTIVE OR SLICK TIRES | 52 | 114 | 294 | 185 | 1,417 | 30 | 2,092 |
| DEFECTIVE STEERING MECHANISM | 3 | 25 | 83 | 41 | 317 | 2 | 471 |
| DEFECTIVE TRAILER HITCH | 0 | 2 | 4 | 5 | 111 | 1 | 123 |
| DISABLED IN TRAFFIC LANE | 18 | 42 | 103 | 58 | 248 | 3 | 472 |
| DISREGARD STOP AND GO SIGNAL | 38 | 129 | 538 | 527 | 1,554 | 15 | 2,801 |
| DISREGARD STOP SIGN OR LIGHT | 72 | 228 | 730 | 592 | 2,271 | 114 | 4,007 |
| DISREGARD TURN MARKS AT INTERSECTION | 2 | 8 | 31 | 19 | 338 | 8 | 406 |

Effective with the 2010 Annual Summary reports, "Incapacitating Injury" is referred to as "Suspected Serious Injury".

Effective with the 2012 Annual Summary reports, "Non-Incapacitating Injury" is referred to as "Suspected Minor Injury".

Information contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 9, 2025.

RURAL CRASHES

| Crash Contributing Factor | Fatal Crashes | Suspected Serious Crashes | Suspected Minor Crashes | Possible Injury Crashes | Non-Injury Crashes | Unknown Severity Crashes | Total Crashes |
|--|---------------|---------------------------|-------------------------|-------------------------|--------------------|--------------------------|---------------|
| DISREGARD WARNING SIGN AT CONSTRUCTION | 0 | 6 | 13 | 9 | 72 | 5 | 105 |
| DISTRACTION IN VEHICLE | 33 | 175 | 615 | 444 | 2,708 | 104 | 4,079 |
| DRIVER INATTENTION | 107 | 661 | 2,494 | 2,216 | 14,022 | 622 | 20,122 |
| DROVE WITHOUT HEADLIGHTS | 12 | 25 | 29 | 32 | 90 | 5 | 193 |
| FAILED TO CONTROL SPEED | 193 | 1,091 | 4,369 | 4,600 | 24,950 | 819 | 36,022 |
| FAILED TO DRIVE IN SINGLE LANE | 478 | 1,084 | 2,235 | 1,653 | 8,974 | 1,016 | 15,440 |
| FAILED TO GIVE HALF OF ROADWAY | 6 | 31 | 103 | 75 | 579 | 8 | 802 |
| FAILED TO HEED WARNING SIGN | 21 | 41 | 86 | 74 | 348 | 18 | 588 |
| FAILED TO PASS TO LEFT SAFELY | 19 | 44 | 149 | 119 | 1,119 | 66 | 1,516 |
| FAILED TO PASS TO RIGHT SAFELY | 0 | 11 | 41 | 41 | 484 | 9 | 586 |
| FAILED TO SIGNAL OR GAVE WRONG SIGNAL | 0 | 8 | 37 | 28 | 255 | 3 | 331 |
| FAILED TO SLOW OR MOVE OVER FOR VEHICLES DISPLAYING EMERGENCY LIGHTS | 3 | 5 | 13 | 10 | 46 | 2 | 79 |
| FAILED TO STOP AT PROPER PLACE | 2 | 23 | 89 | 47 | 437 | 2 | 600 |
| FAILED TO STOP FOR SCHOOL BUS | 3 | 1 | 2 | 2 | 9 | 2 | 19 |
| FAILED TO STOP FOR TRAIN | 6 | 3 | 7 | 11 | 20 | 2 | 49 |
| FAILED TO YIELD ROW - EMERGENCY VEHICLE | 0 | 1 | 27 | 16 | 79 | 0 | 123 |
| FAILED TO YIELD ROW - OPEN INTERSECTION | 6 | 58 | 274 | 237 | 1,421 | 16 | 2,012 |
| FAILED TO YIELD ROW - PRIVATE DRIVE | 16 | 111 | 435 | 463 | 3,040 | 20 | 4,085 |
| FAILED TO YIELD ROW - STOP SIGN | 103 | 399 | 1,420 | 1,320 | 5,241 | 29 | 8,512 |
| FAILED TO YIELD ROW - TO PEDESTRIAN | 4 | 20 | 66 | 36 | 8 | 1 | 135 |

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|--|---------------|---------------------------|-------------------------|-------------------------|--------------------|--------------------------|---------------|
| FAILED TO YIELD ROW - TURN ON RED | 1 | 9 | 44 | 50 | 453 | 4 | 561 |
| FAILED TO YIELD ROW - TURNING LEFT | 73 | 324 | 1,200 | 1,094 | 4,402 | 43 | 7,136 |
| FAILED TO YIELD ROW - YIELD SIGN | 22 | 43 | 132 | 106 | 690 | 8 | 1,001 |
| FATIGUED OR ASLEEP | 85 | 322 | 833 | 573 | 2,521 | 49 | 4,383 |
| FAULTY EVASIVE ACTION | 150 | 411 | 1,208 | 841 | 4,374 | 118 | 7,102 |
| FIRE IN VEHICLE | 1 | 1 | 1 | 2 | 291 | 2 | 298 |
| FLEEING OR EVADING POLICE | 36 | 67 | 114 | 97 | 311 | 60 | 685 |
| FOLLOWED TOO CLOSELY | 8 | 43 | 347 | 363 | 2,417 | 30 | 3,208 |
| HAD BEEN DRINKING | 113 | 289 | 476 | 247 | 1,070 | 143 | 2,338 |
| HANDICAPPED DRIVER (EXPLAIN IN NARRATIVE) | 2 | 5 | 19 | 13 | 35 | 0 | 74 |
| ILL (EXPLAIN IN NARRATIVE) | 41 | 141 | 344 | 391 | 412 | 11 | 1,340 |
| IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE) | 36 | 100 | 276 | 196 | 977 | 16 | 1,601 |
| IMPROPER START FROM PARKED POSITION | 0 | 8 | 43 | 60 | 367 | 5 | 483 |
| LOAD NOT SECURED | 1 | 10 | 29 | 30 | 491 | 10 | 571 |
| OPENED DOOR INTO TRAFFIC LANE | 0 | 0 | 1 | 1 | 36 | 1 | 39 |
| OVERSIZED VEHICLE OR LOAD | 0 | 3 | 6 | 13 | 212 | 11 | 245 |
| OVERTAKE AND PASS INSUFFICIENT CLEARANCE | 11 | 11 | 42 | 23 | 274 | 6 | 367 |
| PARKED AND FAILED TO SET BRAKES | 0 | 2 | 1 | 5 | 37 | 12 | 57 |
| PARKED IN TRAFFIC LANE | 10 | 25 | 55 | 40 | 238 | 19 | 387 |
| PARKED WITHOUT LIGHTS | 1 | 6 | 6 | 7 | 32 | 7 | 59 |
| PASSED IN NO PASSING LANE | 38 | 56 | 76 | 81 | 505 | 2 | 758 |
| PASSED ON RIGHT SHOULDER | 2 | 17 | 29 | 27 | 220 | 1 | 296 |
| PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE | 152 | 129 | 93 | 59 | 32 | 0 | 465 |

Effective with the 2010 Annual Summary reports, "Incapacitating Injury" is referred to as "Suspected Serious Injury".

Effective with the 2012 Annual Summary reports, "Non-Incapacitating Injury" is referred to as "Suspected Minor Injury".

Information contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 9, 2025.

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| Crash Contributing Factor | Fatal Crashes | Suspected Serious Crashes | Suspected Minor Crashes | Possible Injury Crashes | Non-Injury Crashes | Unknown Severity Crashes | Total Crashes |
|---|---------------|---------------------------|-------------------------|-------------------------|--------------------|--------------------------|---------------|
| ROAD RAGE | 3 | 14 | 41 | 32 | 341 | 9 | 440 |
| SPEEDING - (OVERLIMIT) | 132 | 103 | 140 | 83 | 345 | 27 | 830 |
| TAKING MEDICATION (EXPLAIN IN NARRATIVE) | 6 | 8 | 29 | 25 | 41 | 2 | 111 |
| TURNED IMPROPERLY - CUT CORNER ON LEFT | 4 | 8 | 34 | 51 | 637 | 21 | 755 |
| TURNED IMPROPERLY - WIDE RIGHT | 3 | 12 | 74 | 71 | 869 | 36 | 1,065 |
| TURNED IMPROPERLY - WRONG LANE | 4 | 18 | 72 | 104 | 837 | 12 | 1,047 |
| TURNED WHEN UNSAFE | 41 | 148 | 540 | 428 | 2,596 | 47 | 3,800 |
| UNDER INFLUENCE - ALCOHOL | 353 | 485 | 902 | 566 | 2,402 | 105 | 4,813 |
| UNDER INFLUENCE - DRUG | 191 | 96 | 133 | 104 | 265 | 17 | 806 |
| UNSAFE SPEED | 290 | 894 | 1,813 | 1,317 | 7,229 | 627 | 12,170 |
| WRONG SIDE - APPROACH OR INTERSECTION | 4 | 7 | 22 | 15 | 77 | 5 | 130 |
| WRONG SIDE - NOT PASSING | 178 | 189 | 221 | 135 | 448 | 19 | 1,190 |
| WRONG WAY - ONE WAY ROAD | 35 | 35 | 43 | 31 | 96 | 6 | 246 |
| OTHER (EXPLAIN IN NARRATIVE) | 160 | 593 | 1,692 | 1,307 | 9,390 | 751 | 13,893 |
| NOT APPLICABLE | 16 | 75 | 210 | 131 | 1,569 | 328 | 2,329 |

The data in this report represents the number of crashes that had at least one driver reported as having the indicated contributing factor. Crashes can have none or multiple contributing factors. Therefore, the total number of crashes for this report will not equal the total number of crashes statewide.

Effective with the 2010 Annual Summary reports, "Incapacitating Injury" is referred to as "Suspected Serious Injury".

Effective with the 2012 Annual Summary reports, "Non-Incapacitating Injury" is referred to as "Suspected Minor Injury".

Information contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 9, 2025.

URBAN CRASHES

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|--------------------------------------|---------------|---------------------------|-------------------------|-------------------------|--------------------|--------------------------|---------------|
| ANIMAL ON ROAD- DOMESTIC | 1 | 18 | 92 | 90 | 577 | 20 | 798 |
| ANIMAL ON ROAD- WILD | 0 | 11 | 118 | 78 | 883 | 13 | 1,103 |
| BACKED WITHOUT SAFETY | 5 | 20 | 189 | 358 | 5,459 | 849 | 6,880 |
| CELL/MOBILE DEVICE USE - OTHER | 2 | 30 | 171 | 160 | 642 | 9 | 1,014 |
| CELL/MOBILE DEVICE USE - TALKING | 2 | 6 | 51 | 52 | 189 | 2 | 302 |
| CELL/MOBILE DEVICE USE - TEXTING | 4 | 9 | 59 | 51 | 271 | 4 | 398 |
| CELL/MOBILE DEVICE USE - UNKNOWN | 0 | 15 | 68 | 74 | 293 | 31 | 481 |
| CHANGED LANE WHEN UNSAFE | 57 | 406 | 3,007 | 4,709 | 31,763 | 312 | 40,254 |
| DEFECTIVE OR NO HEADLAMPS | 6 | 22 | 30 | 30 | 69 | 2 | 159 |
| DEFECTIVE OR NO STOP LAMPS | 3 | 4 | 11 | 11 | 38 | 1 | 68 |
| DEFECTIVE OR NO TAIL LAMPS | 7 | 13 | 22 | 16 | 46 | 1 | 105 |
| DEFECTIVE OR NO TURN SIGNAL LAMPS | 0 | 1 | 7 | 7 | 32 | 0 | 47 |
| DEFECTIVE OR NO TRAILER BRAKES | 1 | 0 | 12 | 12 | 48 | 1 | 74 |
| DEFECTIVE OR NO VEHICLE BRAKES | 4 | 54 | 369 | 435 | 1,274 | 26 | 2,162 |
| DEFECTIVE OR SLICK TIRES | 15 | 64 | 267 | 288 | 1,202 | 31 | 1,867 |
| DEFECTIVE STEERING MECHANISM | 1 | 14 | 94 | 118 | 505 | 7 | 739 |
| DEFECTIVE TRAILER HITCH | 0 | 0 | 2 | 3 | 66 | 4 | 75 |
| DISABLED IN TRAFFIC LANE | 35 | 86 | 233 | 195 | 696 | 25 | 1,270 |
| DISREGARD STOP AND GO SIGNAL | 87 | 595 | 3,823 | 4,561 | 9,763 | 119 | 18,948 |
| DISREGARD STOP SIGN OR LIGHT | 33 | 362 | 2,206 | 2,731 | 7,012 | 140 | 12,484 |
| DISREGARD TURN MARKS AT INTERSECTION | 4 | 24 | 146 | 246 | 2,017 | 17 | 2,454 |

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Effective with the 2012 Annual Summary reports, "Non-Incapacitating Injury" is referred to as "Suspected Minor Injury".

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|--|---------------|---------------------------|-------------------------|-------------------------|--------------------|--------------------------|---------------|
| DISREGARD WARNING SIGN AT CONSTRUCTION | 2 | 13 | 33 | 16 | 128 | 19 | 211 |
| DISTRACTION IN VEHICLE | 36 | 192 | 1,218 | 1,176 | 5,186 | 219 | 8,027 |
| DRIVER INATTENTION | 177 | 1,316 | 8,881 | 9,301 | 41,014 | 2,970 | 63,659 |
| DROVE WITHOUT HEADLIGHTS | 10 | 45 | 102 | 77 | 251 | 15 | 500 |
| FAILED TO CONTROL SPEED | 304 | 1,919 | 12,023 | 18,344 | 63,535 | 3,658 | 99,783 |
| FAILED TO DRIVE IN SINGLE LANE | 310 | 840 | 2,794 | 3,505 | 17,812 | 3,609 | 28,870 |
| FAILED TO GIVE HALF OF ROADWAY | 4 | 11 | 64 | 67 | 498 | 94 | 738 |
| FAILED TO HEED WARNING SIGN | 6 | 49 | 258 | 250 | 852 | 26 | 1,441 |
| FAILED TO PASS TO LEFT SAFELY | 8 | 43 | 216 | 250 | 2,142 | 277 | 2,936 |
| FAILED TO PASS TO RIGHT SAFELY | 3 | 22 | 122 | 146 | 1,234 | 41 | 1,568 |
| FAILED TO SIGNAL OR GAVE WRONG SIGNAL | 1 | 5 | 54 | 57 | 351 | 7 | 475 |
| FAILED TO SLOW OR MOVE OVER FOR VEHICLES DISPLAYING EMERGENCY LIGHTS | 0 | 14 | 41 | 46 | 170 | 14 | 285 |
| FAILED TO STOP AT PROPER PLACE | 4 | 38 | 392 | 517 | 1,490 | 45 | 2,486 |
| FAILED TO STOP FOR SCHOOL BUS | 0 | 0 | 8 | 5 | 15 | 0 | 28 |
| FAILED TO STOP FOR TRAIN | 2 | 1 | 11 | 13 | 28 | 4 | 59 |
| FAILED TO YIELD ROW - EMERGENCY VEHICLE | 0 | 8 | 86 | 78 | 295 | 2 | 469 |
| FAILED TO YIELD ROW - OPEN INTERSECTION | 10 | 112 | 716 | 882 | 3,038 | 32 | 4,790 |
| FAILED TO YIELD ROW - PRIVATE DRIVE | 28 | 216 | 1,877 | 2,627 | 10,342 | 59 | 15,149 |
| FAILED TO YIELD ROW - STOP SIGN | 53 | 446 | 3,498 | 4,673 | 14,042 | 113 | 22,825 |
| FAILED TO YIELD ROW - TO PEDESTRIAN | 20 | 188 | 623 | 363 | 77 | 5 | 1,276 |

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|--|---------------|---------------------------|-------------------------|-------------------------|--------------------|--------------------------|---------------|
| FAILED TO YIELD ROW - TURN ON RED | 1 | 24 | 253 | 300 | 1,637 | 15 | 2,230 |
| FAILED TO YIELD ROW - TURNING LEFT | 79 | 767 | 5,794 | 5,856 | 16,770 | 126 | 29,392 |
| FAILED TO YIELD ROW - YIELD SIGN | 4 | 33 | 262 | 346 | 1,723 | 11 | 2,379 |
| FATIGUED OR ASLEEP | 18 | 140 | 751 | 665 | 2,421 | 61 | 4,056 |
| FAULTY EVASIVE ACTION | 98 | 404 | 2,017 | 2,130 | 8,626 | 478 | 13,753 |
| FIRE IN VEHICLE | 4 | 1 | 7 | 3 | 150 | 11 | 176 |
| FLEEING OR EVADING POLICE | 35 | 145 | 325 | 296 | 977 | 169 | 1,947 |
| FOLLOWED TOO CLOSELY | 12 | 154 | 2,125 | 3,327 | 12,313 | 84 | 18,015 |
| HAD BEEN DRINKING | 85 | 289 | 859 | 657 | 2,666 | 292 | 4,848 |
| HANDICAPPED DRIVER (EXPLAIN IN NARRATIVE) | 3 | 5 | 49 | 41 | 72 | 4 | 174 |
| ILL (EXPLAIN IN NARRATIVE) | 24 | 169 | 555 | 853 | 737 | 43 | 2,381 |
| IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE) | 27 | 73 | 379 | 359 | 1,260 | 11 | 2,109 |
| IMPROPER START FROM PARKED POSITION | 1 | 16 | 110 | 244 | 1,052 | 20 | 1,443 |
| LOAD NOT SECURED | 3 | 12 | 48 | 63 | 750 | 20 | 896 |
| OPENED DOOR INTO TRAFFIC LANE | 0 | 2 | 4 | 10 | 135 | 5 | 156 |
| OVERSIZED VEHICLE OR LOAD | 1 | 4 | 15 | 17 | 281 | 32 | 350 |
| OVERTAKE AND PASS INSUFFICIENT CLEARANCE | 6 | 18 | 52 | 64 | 689 | 21 | 850 |
| PARKED AND FAILED TO SET BRAKES | 1 | 2 | 10 | 10 | 72 | 30 | 125 |
| PARKED IN TRAFFIC LANE | 9 | 36 | 109 | 95 | 403 | 22 | 674 |
| PARKED WITHOUT LIGHTS | 1 | 5 | 11 | 9 | 43 | 5 | 74 |
| PASSED IN NO PASSING LANE | 8 | 9 | 58 | 75 | 431 | 3 | 584 |
| PASSED ON RIGHT SHOULDER | 4 | 12 | 49 | 63 | 426 | 3 | 557 |
| PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE | 372 | 500 | 747 | 356 | 110 | 5 | 2,090 |

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|---|---------------|---------------------------|-------------------------|-------------------------|--------------------|--------------------------|---------------|
| ROAD RAGE | 2 | 22 | 123 | 135 | 933 | 21 | 1,236 |
| SPEEDING - (OVERLIMIT) | 177 | 206 | 371 | 278 | 687 | 99 | 1,818 |
| TAKING MEDICATION (EXPLAIN IN NARRATIVE) | 4 | 10 | 37 | 33 | 64 | 2 | 150 |
| TURNED IMPROPERLY - CUT CORNER ON LEFT | 4 | 12 | 70 | 165 | 1,387 | 56 | 1,694 |
| TURNED IMPROPERLY - WIDE RIGHT | 3 | 24 | 255 | 352 | 2,640 | 136 | 3,410 |
| TURNED IMPROPERLY - WRONG LANE | 5 | 63 | 500 | 772 | 4,393 | 42 | 5,775 |
| TURNED WHEN UNSAFE | 25 | 161 | 1,159 | 1,229 | 5,703 | 427 | 8,704 |
| UNDER INFLUENCE - ALCOHOL | 257 | 577 | 1,997 | 1,607 | 6,147 | 426 | 11,011 |
| UNDER INFLUENCE - DRUG | 113 | 88 | 283 | 267 | 692 | 56 | 1,499 |
| UNSAFE SPEED | 213 | 578 | 1,883 | 1,574 | 6,232 | 905 | 11,385 |
| WRONG SIDE - APPROACH OR INTERSECTION | 5 | 23 | 100 | 85 | 192 | 15 | 420 |
| WRONG SIDE - NOT PASSING | 23 | 51 | 130 | 108 | 317 | 80 | 709 |
| WRONG WAY - ONE WAY ROAD | 34 | 69 | 175 | 145 | 502 | 38 | 963 |
| OTHER (EXPLAIN IN NARRATIVE) | 265 | 1,092 | 4,792 | 4,671 | 21,184 | 2,037 | 34,041 |
| NOT APPLICABLE | 22 | 111 | 572 | 526 | 4,131 | 1,689 | 7,051 |

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STATEWIDE CRASHES

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|--------------------------------------|---------------|---------------------------|-------------------------|-------------------------|--------------------|--------------------------|---------------|
| ANIMAL ON ROAD-DOMESTIC | 9 | 80 | 326 | 291 | 2,558 | 50 | 3,314 |
| ANIMAL ON ROAD- WILD | 14 | 147 | 643 | 439 | 4,831 | 63 | 6,137 |
| BACKED WITHOUT SAFETY | 10 | 33 | 254 | 454 | 7,582 | 1,029 | 9,362 |
| CELL/MOBILE DEVICE USE - OTHER | 10 | 62 | 264 | 231 | 986 | 11 | 1,564 |
| CELL/MOBILE DEVICE USE - TALKING | 12 | 14 | 76 | 76 | 279 | 2 | 459 |
| CELL/MOBILE DEVICE USE - TEXTING | 7 | 22 | 97 | 77 | 444 | 6 | 653 |
| CELL/MOBILE DEVICE USE - UNKNOWN | 3 | 33 | 104 | 102 | 439 | 36 | 717 |
| CHANGED LANE WHEN UNSAFE | 66 | 538 | 3,598 | 5,377 | 39,492 | 364 | 49,435 |
| DEFECTIVE OR NO HEADLAMPS | 15 | 34 | 44 | 37 | 118 | 4 | 252 |
| DEFECTIVE OR NO STOP LAMPS | 7 | 10 | 25 | 18 | 91 | 1 | 152 |
| DEFECTIVE OR NO TAIL LAMPS | 15 | 22 | 49 | 27 | 104 | 3 | 220 |
| DEFECTIVE OR NO TURN SIGNAL LAMPS | 3 | 5 | 24 | 11 | 100 | 1 | 144 |
| DEFECTIVE OR NO TRAILER BRAKES | 2 | 3 | 18 | 19 | 108 | 1 | 151 |
| DEFECTIVE OR NO VEHICLE BRAKES | 8 | 77 | 483 | 544 | 1,796 | 35 | 2,943 |
| DEFECTIVE OR SLICK TIRES | 67 | 178 | 561 | 473 | 2,619 | 61 | 3,959 |
| DEFECTIVE STEERING MECHANISM | 4 | 39 | 177 | 159 | 822 | 9 | 1,210 |
| DEFECTIVE TRAILER HITCH | 0 | 2 | 6 | 8 | 177 | 5 | 198 |
| DISABLED IN TRAFFIC LANE | 53 | 128 | 336 | 253 | 944 | 28 | 1,742 |
| DISREGARD STOP AND GO SIGNAL | 125 | 724 | 4,361 | 5,088 | 11,317 | 134 | 21,749 |
| DISREGARD STOP SIGN OR LIGHT | 105 | 590 | 2,936 | 3,323 | 9,283 | 254 | 16,491 |
| DISREGARD TURN MARKS AT INTERSECTION | 6 | 32 | 177 | 265 | 2,355 | 25 | 2,860 |

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|--|---------------|---------------------------|-------------------------|-------------------------|--------------------|--------------------------|---------------|
| DISREGARD WARNING SIGN AT CONSTRUCTION | 2 | 19 | 46 | 25 | 200 | 24 | 316 |
| DISTRACTION IN VEHICLE | 69 | 367 | 1,833 | 1,620 | 7,894 | 323 | 12,106 |
| DRIVER INATTENTION | 284 | 1,977 | 11,375 | 11,517 | 55,036 | 3,592 | 83,781 |
| DROVE WITHOUT HEADLIGHTS | 22 | 70 | 131 | 109 | 341 | 20 | 693 |
| FAILED TO CONTROL SPEED | 497 | 3,010 | 16,392 | 22,944 | 88,485 | 4,477 | 135,805 |
| FAILED TO DRIVE IN SINGLE LANE | 788 | 1,924 | 5,029 | 5,158 | 26,786 | 4,625 | 44,310 |
| FAILED TO GIVE HALF OF ROADWAY | 10 | 42 | 167 | 142 | 1,077 | 102 | 1,540 |
| FAILED TO HEED WARNING SIGN | 27 | 90 | 344 | 324 | 1,200 | 44 | 2,029 |
| FAILED TO PASS TO LEFT SAFELY | 27 | 87 | 365 | 369 | 3,261 | 343 | 4,452 |
| FAILED TO PASS TO RIGHT SAFELY | 3 | 33 | 163 | 187 | 1,718 | 50 | 2,154 |
| FAILED TO SIGNAL OR GAVE WRONG SIGNAL | 1 | 13 | 91 | 85 | 606 | 10 | 806 |
| FAILED TO SLOW OR MOVE OVER FOR VEHICLES DISPLAYING EMERGENCY LIGHTS | 3 | 19 | 54 | 56 | 216 | 16 | 364 |
| FAILED TO STOP AT PROPER PLACE | 6 | 61 | 481 | 564 | 1,927 | 47 | 3,086 |
| FAILED TO STOP FOR SCHOOL BUS | 3 | 1 | 10 | 7 | 24 | 2 | 47 |
| FAILED TO STOP FOR TRAIN | 8 | 4 | 18 | 24 | 48 | 6 | 108 |
| FAILED TO YIELD ROW - EMERGENCY VEHICLE | 0 | 9 | 113 | 94 | 374 | 2 | 592 |
| FAILED TO YIELD ROW - OPEN INTERSECTION | 16 | 170 | 990 | 1,119 | 4,459 | 48 | 6,802 |
| FAILED TO YIELD ROW - PRIVATE DRIVE | 44 | 327 | 2,312 | 3,090 | 13,382 | 79 | 19,234 |
| FAILED TO YIELD ROW - STOP SIGN | 156 | 845 | 4,918 | 5,993 | 19,283 | 142 | 31,337 |
| FAILED TO YIELD ROW - TO PEDESTRIAN | 24 | 208 | 689 | 399 | 85 | 6 | 1,411 |

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STATEWIDE CRASHES

| Crash Contributing Factor | Fatal Crashes | Suspected Serious Crashes | Suspected Minor Crashes | Possible Injury Crashes | Non-Injury Crashes | Unknown Severity Crashes | Total Crashes |
|--|---------------|---------------------------|-------------------------|-------------------------|--------------------|--------------------------|---------------|
| FAILED TO YIELD ROW - TURN ON RED | 2 | 33 | 297 | 350 | 2,090 | 19 | 2,791 |
| FAILED TO YIELD ROW - TURNING LEFT | 152 | 1,091 | 6,994 | 6,950 | 21,172 | 169 | 36,528 |
| FAILED TO YIELD ROW - YIELD SIGN | 26 | 76 | 394 | 452 | 2,413 | 19 | 3,380 |
| FATIGUED OR ASLEEP | 103 | 462 | 1,584 | 1,238 | 4,942 | 110 | 8,439 |
| FAULTY EVASIVE ACTION | 248 | 815 | 3,225 | 2,971 | 13,000 | 596 | 20,855 |
| FIRE IN VEHICLE | 5 | 2 | 8 | 5 | 441 | 13 | 474 |
| FLEEING OR EVADING POLICE | 71 | 212 | 439 | 393 | 1,288 | 229 | 2,632 |
| FOLLOWED TOO CLOSELY | 20 | 197 | 2,472 | 3,690 | 14,730 | 114 | 21,223 |
| HAD BEEN DRINKING | 198 | 578 | 1,335 | 904 | 3,736 | 435 | 7,186 |
| HANDICAPPED DRIVER (EXPLAIN IN NARRATIVE) | 5 | 10 | 68 | 54 | 107 | 4 | 248 |
| ILL (EXPLAIN IN NARRATIVE) | 65 | 310 | 899 | 1,244 | 1,149 | 54 | 3,721 |
| IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE) | 63 | 173 | 655 | 555 | 2,237 | 27 | 3,710 |
| IMPROPER START FROM PARKED POSITION | 1 | 24 | 153 | 304 | 1,419 | 25 | 1,926 |
| LOAD NOT SECURED | 4 | 22 | 77 | 93 | 1,241 | 30 | 1,467 |
| OPENED DOOR INTO TRAFFIC LANE | 0 | 2 | 5 | 11 | 171 | 6 | 195 |
| OVERSIZED VEHICLE OR LOAD | 1 | 7 | 21 | 30 | 493 | 43 | 595 |
| OVERTAKE AND PASS INSUFFICIENT CLEARANCE | 17 | 29 | 94 | 87 | 963 | 27 | 1,217 |
| PARKED AND FAILED TO SET BRAKES | 1 | 4 | 11 | 15 | 109 | 42 | 182 |
| PARKED IN TRAFFIC LANE | 19 | 61 | 164 | 135 | 641 | 41 | 1,061 |
| PARKED WITHOUT LIGHTS | 2 | 11 | 17 | 16 | 75 | 12 | 133 |
| PASSED IN NO PASSING LANE | 46 | 65 | 134 | 156 | 936 | 5 | 1,342 |
| PASSED ON RIGHT SHOULDER | 6 | 29 | 78 | 90 | 646 | 4 | 853 |
| PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE | 524 | 629 | 840 | 415 | 142 | 5 | 2,555 |

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STATEWIDE CRASHES

| Crash Contributing Factor | Fatal Crashes | Suspected Serious Crashes | Suspected Minor Crashes | Possible Injury Crashes | Non-Injury Crashes | Unknown Severity Crashes | Total Crashes |
|---|---------------|---------------------------|-------------------------|-------------------------|--------------------|--------------------------|---------------|
| ROAD RAGE | 5 | 36 | 164 | 167 | 1,274 | 30 | 1,676 |
| SPEEDING - (OVERLIMIT) | 309 | 309 | 511 | 361 | 1,032 | 126 | 2,648 |
| TAKING MEDICATION (EXPLAIN IN NARRATIVE) | 10 | 18 | 66 | 58 | 105 | 4 | 261 |
| TURNED IMPROPERLY - CUT CORNER ON LEFT | 8 | 20 | 104 | 216 | 2,024 | 77 | 2,449 |
| TURNED IMPROPERLY - WIDE RIGHT | 6 | 36 | 329 | 423 | 3,509 | 172 | 4,475 |
| TURNED IMPROPERLY - WRONG LANE | 9 | 81 | 572 | 876 | 5,230 | 54 | 6,822 |
| TURNED WHEN UNSAFE | 66 | 309 | 1,699 | 1,657 | 8,299 | 474 | 12,504 |
| UNDER INFLUENCE - ALCOHOL | 610 | 1,062 | 2,899 | 2,173 | 8,549 | 531 | 15,824 |
| UNDER INFLUENCE - DRUG | 304 | 184 | 416 | 371 | 957 | 73 | 2,305 |
| UNSAFE SPEED | 503 | 1,472 | 3,696 | 2,891 | 13,461 | 1,532 | 23,555 |
| WRONG SIDE - APPROACH OR INTERSECTION | 9 | 30 | 122 | 100 | 269 | 20 | 550 |
| WRONG SIDE - NOT PASSING | 201 | 240 | 351 | 243 | 765 | 99 | 1,899 |
| WRONG WAY - ONE WAY ROAD | 69 | 104 | 218 | 176 | 598 | 44 | 1,209 |
| OTHER (EXPLAIN IN NARRATIVE) | 425 | 1,685 | 6,484 | 5,978 | 30,574 | 2,788 | 47,934 |
| NOT APPLICABLE | 38 | 186 | 782 | 657 | 5,700 | 2,017 | 9,380 |

The data in this report represents the number of crashes that had at least one driver reported as having the indicated contributing factor. Crashes can have none or multiple contributing factors. Therefore, the total number of crashes for this report will not equal the total number of crashes statewide.

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