



Crashes by Unit Contributing Factor

2017

RURAL CRASHES

| Unit Contributing Factor | Units in Fatal Crashes | Units in Suspected Serious Injury Crashes | Units in Suspected Minor Injury Crashes | Units in Possible Injury Crashes | Units in Non-Injury Crashes | Units in Unknown Injury Crashes | Total Units |
|---|------------------------|---|---|----------------------------------|-----------------------------|---------------------------------|-------------|
| ANIMAL ON ROAD- DOMESTIC | 12 | 59 | 256 | 248 | 2,132 | 25 | 2,732 |
| ANIMAL ON ROAD- WILD | 13 | 150 | 545 | 511 | 6,398 | 55 | 7,672 |
| BACKED WITHOUT SAFETY | 4 | 12 | 38 | 87 | 1,836 | 142 | 2,119 |
| CHANGED LANE WHEN UNSAFE | 17 | 108 | 344 | 600 | 5,303 | 22 | 6,394 |
| DEFECTIVE OR NO HEADLAMPS | 4 | 9 | 7 | 6 | 25 | 0 | 51 |
| DEFECTIVE OR NO STOP LAMPS | 2 | 4 | 9 | 16 | 44 | 0 | 75 |
| DEFECTIVE OR NO TAIL LAMPS | 6 | 1 | 12 | 16 | 45 | 1 | 81 |
| DEFECTIVE OR NO TURN SIGNAL LAMPS | 1 | 2 | 10 | 8 | 58 | 0 | 79 |
| DEFECTIVE OR NO TRAILER BRAKES | 4 | 3 | 7 | 1 | 59 | 2 | 76 |
| DEFECTIVE OR NO VEHICLE BRAKES | 6 | 17 | 82 | 88 | 421 | 6 | 620 |
| DEFECTIVE STEERING MECHANISM | 4 | 22 | 76 | 56 | 324 | 6 | 488 |
| DEFECTIVE OR SLICK TIRES | 65 | 134 | 361 | 254 | 1,551 | 29 | 2,394 |
| DEFECTIVE TRAILER HITCH | 0 | 1 | 7 | 9 | 130 | 2 | 149 |
| DISABLED IN TRAFFIC LANE | 22 | 32 | 50 | 66 | 185 | 4 | 359 |
| DISREGARD STOP AND GO SIGNAL | 23 | 123 | 415 | 633 | 1,438 | 11 | 2,643 |
| DISREGARD STOP SIGN OR LIGHT | 56 | 161 | 453 | 518 | 1,643 | 100 | 2,931 |
| DISREGARD TURN MARKS AT INTERSECTION | 0 | 7 | 12 | 39 | 300 | 3 | 361 |
| DISREGARD WARNING SIGN AT CONSTRUCTION | 3 | 3 | 12 | 11 | 65 | 1 | 95 |
| DISTRACTION IN VEHICLE | 38 | 154 | 527 | 587 | 2,575 | 87 | 3,968 |
| DRIVER INATTENTION | 129 | 612 | 2,035 | 2,800 | 12,973 | 479 | 19,028 |
| DROVE WITHOUT HEADLIGHTS | 7 | 17 | 28 | 17 | 66 | 3 | 138 |
| FAILED TO CONTROL SPEED | 178 | 936 | 3,423 | 5,164 | 21,945 | 595 | 32,241 |
| FAILED TO DRIVE IN SINGLE LANE | 359 | 708 | 1,644 | 1,462 | 6,567 | 699 | 11,439 |
| FAILED TO GIVE HALF OF ROADWAY | 11 | 27 | 110 | 80 | 542 | 7 | 777 |
| FAILED TO HEED WARNING SIGN | 12 | 15 | 34 | 15 | 117 | 5 | 198 |
| FAILED TO PASS TO LEFT SAFELY | 11 | 47 | 125 | 139 | 912 | 49 | 1,283 |
| FAILED TO PASS TO RIGHT SAFELY | 1 | 9 | 32 | 30 | 309 | 4 | 385 |
| FAILED TO SIGNAL OR GAVE WRONG SIGNAL | 0 | 8 | 25 | 22 | 223 | 4 | 282 |
| FAILED TO STOP AT PROPER PLACE | 0 | 9 | 50 | 87 | 291 | 9 | 446 |
| FAILED TO STOP FOR SCHOOL BUS | 0 | 1 | 4 | 4 | 13 | 0 | 22 |
| FAILED TO STOP FOR TRAIN | 2 | 2 | 4 | 7 | 32 | 1 | 48 |
| FAILED TO YIELD ROW - EMERGENCY VEHICLE | 1 | 2 | 9 | 10 | 64 | 1 | 87 |

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".
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| Unit Contributing Factor | Units in Fatal Crashes | Units in Suspected Serious Injury Crashes | Units in Suspected Minor Injury Crashes | Units in Possible Injury Crashes | Units in Non-Injury Crashes | Units in Unknown Injury Crashes | Total Units |
|--|------------------------|---|---|----------------------------------|-----------------------------|---------------------------------|-------------|
| FAILED TO YIELD ROW - OPEN INTERSECTION | 9 | 46 | 233 | 385 | 1,526 | 23 | 2,222 |
| FAILED TO YIELD ROW - PRIVATE DRIVE | 17 | 78 | 312 | 494 | 2,623 | 7 | 3,531 |
| FAILED TO YIELD ROW - STOP SIGN | 69 | 302 | 877 | 982 | 3,561 | 13 | 5,804 |
| FAILED TO YIELD ROW - TO PEDESTRIAN | 3 | 17 | 32 | 47 | 9 | 0 | 108 |
| FAILED TO YIELD ROW - TURNING LEFT | 41 | 232 | 742 | 983 | 3,397 | 16 | 5,411 |
| FAILED TO YIELD ROW - TURN ON RED | 1 | 8 | 34 | 33 | 269 | 1 | 346 |
| FAILED TO YIELD ROW - YIELD SIGN | 7 | 32 | 77 | 102 | 459 | 4 | 681 |
| FATIGUED OR ASLEEP | 134 | 408 | 898 | 745 | 2,690 | 57 | 4,932 |
| FAULTY EVASIVE ACTION | 165 | 505 | 1,311 | 1,058 | 4,655 | 133 | 7,827 |
| FIRE IN VEHICLE | 0 | 0 | 7 | 0 | 187 | 0 | 194 |
| FLEEING OR EVADING POLICE | 16 | 42 | 64 | 56 | 207 | 40 | 425 |
| FOLLOWED TOO CLOSELY | 7 | 77 | 344 | 567 | 2,324 | 25 | 3,344 |
| HAD BEEN DRINKING | 107 | 253 | 469 | 346 | 1,214 | 176 | 2,565 |
| HANDICAPPED DRIVER (EXPLAIN IN NARRATIVE) | 4 | 5 | 7 | 19 | 24 | 0 | 59 |
| ILL (EXPLAIN IN NARRATIVE) | 46 | 131 | 290 | 346 | 434 | 9 | 1,256 |
| IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE) | 35 | 77 | 181 | 191 | 855 | 14 | 1,353 |
| IMPROPER START FROM PARKED POSITION | 1 | 4 | 18 | 40 | 228 | 5 | 296 |
| LOAD NOT SECURED | 5 | 10 | 28 | 25 | 433 | 6 | 507 |
| OPENED DOOR INTO TRAFFIC LANE | 0 | 0 | 4 | 1 | 31 | 1 | 37 |
| OVERSIZED VEHICLE OR LOAD | 1 | 4 | 11 | 11 | 197 | 2 | 226 |
| OVERTAKE AND PASS INSUFFICIENT CLEARANCE | 12 | 10 | 27 | 14 | 150 | 1 | 214 |
| PARKED AND FAILED TO SET BRAKES | 0 | 0 | 0 | 3 | 31 | 15 | 49 |
| PARKED IN TRAFFIC LANE | 11 | 18 | 44 | 37 | 196 | 6 | 312 |
| PARKED WITHOUT LIGHTS | 4 | 2 | 10 | 7 | 32 | 3 | 58 |
| PASSED IN NO PASSING LANE | 21 | 35 | 55 | 72 | 383 | 1 | 567 |
| PASSED ON RIGHT SHOULDER | 1 | 11 | 18 | 45 | 172 | 4 | 251 |
| PED/PEDALSYS/MOT.CON.FYTROW TO VEHICLE | 119 | 110 | 127 | 84 | 35 | 1 | 476 |
| SPEEDING - UNSAFE (UNDER LIMIT) | 293 | 991 | 2,222 | 1,644 | 8,402 | 776 | 14,328 |

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".

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| Unit Contributing Factor | Units in Fatal Crashes | Units in Suspected Serious Injury Crashes | Units in Suspected Minor Injury Crashes | Units in Possible Injury Crashes | Units in Non-Injury Crashes | Units in Unknown Injury Crashes | Total Units |
|--|------------------------|---|---|----------------------------------|-----------------------------|---------------------------------|-------------|
| SPEEDING - (OVERLIMIT) | 93 | 84 | 152 | 104 | 304 | 35 | 772 |
| TAKING MEDICATION (EXPLAIN IN NARRATIVE) | 7 | 14 | 22 | 38 | 59 | 2 | 142 |
| TURNED IMPROPERLY - CUT CORNER ON LEFT | 1 | 5 | 24 | 29 | 397 | 12 | 468 |
| TURNED IMPROPERLY - WIDE RIGHT | 1 | 9 | 42 | 57 | 625 | 22 | 756 |
| TURNED IMPROPERLY - WRONG LANE | 2 | 17 | 55 | 91 | 685 | 3 | 853 |
| TURNED WHEN UNSAFE | 27 | 121 | 365 | 368 | 1,808 | 20 | 2,709 |
| UNDER INFLUENCE - ALCOHOL | 334 | 558 | 1,000 | 626 | 2,384 | 110 | 5,012 |
| UNDER INFLUENCE - DRUG | 174 | 146 | 246 | 203 | 438 | 22 | 1,229 |
| WRONG SIDE - APPROACH OR IN INTERSECTION | 2 | 7 | 10 | 17 | 55 | 1 | 92 |
| WRONG SIDE - NOT PASSING | 157 | 199 | 279 | 163 | 625 | 22 | 1,445 |
| WRONG WAY - ONE WAY ROAD | 31 | 25 | 28 | 23 | 96 | 1 | 204 |
| ROAD RAGE | 2 | 11 | 26 | 39 | 322 | 3 | 403 |
| PEDESTRIAN FTYROW TO VEHICLE | 8 | 10 | 43 | 40 | 138 | 1 | 240 |
| UNSAFE SPEED | 19 | 17 | 52 | 56 | 184 | 5 | 333 |
| WRONG SIDE - APPROACH OR INTERSECTION | 8 | 22 | 112 | 102 | 490 | 5 | 739 |
| OTHER (EXPLAIN IN NARRATIVE) | 122 | 405 | 955 | 1,016 | 5,929 | 394 | 8,821 |
| NOT APPLICABLE | 1,453 | 4,245 | 11,912 | 15,904 | 73,232 | 1,906 | 108,652 |

The data in this report represents the number of units that were reported as having the indicated contributing factor. Units can have none or multiple contributing factors. Therefore, the total number of units for this report will not equal the total number of units 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".
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URBAN CRASHES

| Unit Contributing Factor | Units in Fatal Crashes | Units in Suspected Serious Injury Crashes | Units in Suspected Minor Injury Crashes | Units in Possible Injury Crashes | Units in Non-Injury Crashes | Units in Unknown Injury Crashes | Total Units |
|---|------------------------|---|---|----------------------------------|-----------------------------|---------------------------------|-------------|
| ANIMAL ON ROAD- DOMESTIC | 4 | 27 | 116 | 150 | 574 | 13 | 884 |
| ANIMAL ON ROAD- WILD | 2 | 11 | 96 | 124 | 934 | 12 | 1,179 |
| BACKED WITHOUT SAFETY | 9 | 28 | 163 | 468 | 6,064 | 970 | 7,702 |
| CHANGED LANE WHEN UNSAFE | 39 | 350 | 2,016 | 4,379 | 25,554 | 131 | 32,469 |
| DEFECTIVE OR NO HEADLAMPS | 2 | 6 | 14 | 24 | 43 | 0 | 89 |
| DEFECTIVE OR NO STOP LAMPS | 1 | 1 | 8 | 16 | 54 | 1 | 81 |
| DEFECTIVE OR NO TAIL LAMPS | 0 | 2 | 11 | 11 | 27 | 2 | 53 |
| DEFECTIVE OR NO TURN SIGNAL LAMPS | 0 | 0 | 6 | 11 | 28 | 1 | 46 |
| DEFECTIVE OR NO TRAILER BRAKES | 0 | 2 | 7 | 10 | 54 | 0 | 73 |
| DEFECTIVE OR NO VEHICLE BRAKES | 1 | 43 | 294 | 569 | 1,337 | 21 | 2,265 |
| DEFECTIVE STEERING MECHANISM | 2 | 12 | 110 | 144 | 530 | 12 | 810 |
| DEFECTIVE OR SLICK TIRES | 15 | 58 | 287 | 330 | 1,255 | 27 | 1,972 |
| DEFECTIVE TRAILER HITCH | 0 | 1 | 3 | 5 | 67 | 5 | 81 |
| DISABLED IN TRAFFIC LANE | 27 | 62 | 169 | 225 | 485 | 20 | 988 |
| DISREGARD STOP AND GO SIGNAL | 79 | 608 | 3,246 | 5,634 | 10,087 | 72 | 19,726 |
| DISREGARD STOP SIGN OR LIGHT | 37 | 303 | 1,372 | 2,292 | 5,222 | 104 | 9,330 |
| DISREGARD TURN MARKS AT INTERSECTION | 3 | 21 | 88 | 246 | 1,843 | 24 | 2,225 |
| DISREGARD WARNING SIGN AT CONSTRUCTION | 0 | 9 | 39 | 48 | 156 | 10 | 262 |
| DISTRACTION IN VEHICLE | 31 | 189 | 1,091 | 1,863 | 5,488 | 230 | 8,892 |
| DRIVER INATTENTION | 178 | 1,495 | 7,820 | 14,954 | 46,874 | 2,981 | 74,302 |
| DROVE WITHOUT HEADLIGHTS | 7 | 28 | 81 | 117 | 222 | 8 | 463 |
| FAILED TO CONTROL SPEED | 327 | 2,035 | 10,977 | 25,008 | 68,326 | 3,359 | 110,032 |
| FAILED TO DRIVE IN SINGLE LANE | 250 | 759 | 2,597 | 3,686 | 16,454 | 3,401 | 27,147 |
| FAILED TO GIVE HALF OF ROADWAY | 1 | 18 | 81 | 120 | 533 | 98 | 851 |
| FAILED TO HEED WARNING SIGN | 3 | 5 | 31 | 32 | 160 | 6 | 237 |
| FAILED TO PASS TO LEFT SAFELY | 5 | 32 | 160 | 263 | 1,760 | 241 | 2,461 |
| FAILED TO PASS TO RIGHT SAFELY | 5 | 11 | 78 | 138 | 1,039 | 45 | 1,316 |
| FAILED TO SIGNAL OR GAVE WRONG SIGNAL | 0 | 7 | 57 | 59 | 347 | 3 | 473 |
| FAILED TO STOP AT PROPER PLACE | 1 | 49 | 268 | 652 | 1,434 | 40 | 2,444 |
| FAILED TO STOP FOR SCHOOL BUS | 0 | 1 | 6 | 10 | 16 | 0 | 33 |
| FAILED TO STOP FOR TRAIN | 2 | 4 | 16 | 20 | 35 | 5 | 82 |
| FAILED TO YIELD ROW - EMERGENCY VEHICLE | 3 | 11 | 43 | 102 | 234 | 3 | 396 |

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|--|------------------------|---|---|----------------------------------|-----------------------------|---------------------------------|-------------|
| FAILED TO YIELD ROW - OPEN INTERSECTION | 3 | 138 | 754 | 1,517 | 3,912 | 36 | 6,360 |
| FAILED TO YIELD ROW - PRIVATE DRIVE | 22 | 260 | 1,570 | 3,105 | 10,265 | 47 | 15,269 |
| FAILED TO YIELD ROW - STOP SIGN | 44 | 464 | 2,720 | 5,117 | 13,013 | 84 | 21,442 |
| FAILED TO YIELD ROW - TO PEDESTRIAN | 30 | 123 | 511 | 438 | 40 | 1 | 1,143 |
| FAILED TO YIELD ROW - TURNING LEFT | 78 | 748 | 4,227 | 6,672 | 14,926 | 74 | 26,725 |
| FAILED TO YIELD ROW - TURN ON RED | 1 | 19 | 181 | 265 | 1,296 | 1 | 1,763 |
| FAILED TO YIELD ROW - YIELD SIGN | 1 | 27 | 196 | 409 | 1,644 | 6 | 2,283 |
| FATIGUED OR ASLEEP | 27 | 175 | 748 | 974 | 2,803 | 77 | 4,804 |
| FAULTY EVASIVE ACTION | 90 | 561 | 2,117 | 3,041 | 9,558 | 574 | 15,941 |
| FIRE IN VEHICLE | 0 | 0 | 3 | 5 | 84 | 8 | 100 |
| FLEEING OR EVADING POLICE | 25 | 79 | 198 | 208 | 584 | 114 | 1,208 |
| FOLLOWED TOO CLOSELY | 14 | 329 | 2,198 | 5,738 | 14,938 | 101 | 23,318 |
| HAD BEEN DRINKING | 107 | 348 | 1,000 | 1,050 | 3,588 | 441 | 6,534 |
| HANDICAPPED DRIVER (EXPLAIN IN NARRATIVE) | 0 | 16 | 24 | 34 | 74 | 2 | 150 |
| ILL (EXPLAIN IN NARRATIVE) | 33 | 194 | 543 | 1,026 | 685 | 25 | 2,506 |
| IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE) | 15 | 101 | 361 | 491 | 1,366 | 14 | 2,348 |
| IMPROPER START FROM PARKED POSITION | 1 | 15 | 76 | 282 | 815 | 13 | 1,202 |
| LOAD NOT SECURED | 1 | 16 | 55 | 81 | 683 | 15 | 851 |
| OPENED DOOR INTO TRAFFIC LANE | 0 | 2 | 7 | 11 | 120 | 8 | 148 |
| OVERSIZED VEHICLE OR LOAD | 0 | 1 | 13 | 19 | 360 | 26 | 419 |
| OVERTAKE AND PASS INSUFFICIENT CLEARANCE | 1 | 12 | 44 | 72 | 537 | 15 | 681 |
| PARKED AND FAILED TO SET BRAKES | 0 | 3 | 9 | 14 | 86 | 44 | 156 |
| PARKED IN TRAFFIC LANE | 27 | 29 | 100 | 126 | 333 | 29 | 644 |
| PARKED WITHOUT LIGHTS | 1 | 5 | 13 | 13 | 34 | 6 | 72 |
| PASSED IN NO PASSING LANE | 4 | 15 | 37 | 75 | 379 | 5 | 515 |
| PASSED ON RIGHT SHOULDER | 3 | 12 | 46 | 72 | 391 | 5 | 529 |
| PED/PEDALSYS/MOT.CON.FYTROW TO VEHICLE | 272 | 479 | 838 | 544 | 183 | 0 | 2,316 |
| SPEEDING - UNSAFE (UNDER LIMIT) | 146 | 425 | 1,460 | 1,645 | 5,385 | 654 | 9,715 |

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|--|------------------------|---|---|----------------------------------|-----------------------------|---------------------------------|-------------|
| SPEEDING - (OVERLIMIT) | 158 | 205 | 362 | 380 | 692 | 79 | 1,876 |
| TAKING MEDICATION (EXPLAIN IN NARRATIVE) | 3 | 12 | 48 | 80 | 112 | 2 | 257 |
| TURNED IMPROPERLY - CUT CORNER ON LEFT | 0 | 10 | 56 | 151 | 1,118 | 38 | 1,373 |
| TURNED IMPROPERLY - WIDE RIGHT | 2 | 28 | 169 | 320 | 2,257 | 108 | 2,884 |
| TURNED IMPROPERLY - WRONG LANE | 4 | 52 | 391 | 829 | 4,234 | 36 | 5,546 |
| TURNED WHEN UNSAFE | 27 | 172 | 841 | 1,475 | 5,245 | 358 | 8,118 |
| UNDER INFLUENCE - ALCOHOL | 243 | 483 | 1,413 | 1,426 | 5,034 | 343 | 8,942 |
| UNDER INFLUENCE - DRUG | 88 | 142 | 317 | 419 | 918 | 62 | 1,946 |
| WRONG SIDE - APPROACH OR IN INTERSECTION | 4 | 17 | 80 | 76 | 188 | 17 | 382 |
| WRONG SIDE - NOT PASSING | 28 | 58 | 124 | 140 | 270 | 72 | 692 |
| WRONG WAY - ONE WAY ROAD | 30 | 63 | 116 | 166 | 419 | 26 | 820 |
| ROAD RAGE | 3 | 27 | 122 | 180 | 918 | 23 | 1,273 |
| PEDESTRIAN FTYROW TO VEHICLE | 8 | 21 | 79 | 142 | 333 | 3 | 586 |
| UNSAFE SPEED | 6 | 20 | 108 | 109 | 384 | 8 | 635 |
| WRONG SIDE - APPROACH OR INTERSECTION | 3 | 21 | 152 | 240 | 664 | 6 | 1,086 |
| OTHER (EXPLAIN IN NARRATIVE) | 239 | 823 | 3,289 | 5,056 | 16,251 | 1,625 | 27,283 |
| NOT APPLICABLE | 1,629 | 8,850 | 45,776 | 89,461 | 267,843 | 14,158 | 427,717 |

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|---|------------------------|---|---|----------------------------------|-----------------------------|---------------------------------|-------------|
| ANIMAL ON ROAD- DOMESTIC | 16 | 86 | 372 | 398 | 2,706 | 38 | 3,616 |
| ANIMAL ON ROAD- WILD | 15 | 161 | 641 | 635 | 7,332 | 67 | 8,851 |
| BACKED WITHOUT SAFETY | 13 | 40 | 201 | 555 | 7,900 | 1,112 | 9,821 |
| CHANGED LANE WHEN UNSAFE | 56 | 458 | 2,360 | 4,979 | 30,857 | 153 | 38,863 |
| DEFECTIVE OR NO HEADLAMPS | 6 | 15 | 21 | 30 | 68 | 0 | 140 |
| DEFECTIVE OR NO STOP LAMPS | 3 | 5 | 17 | 32 | 98 | 1 | 156 |
| DEFECTIVE OR NO TAIL LAMPS | 6 | 3 | 23 | 27 | 72 | 3 | 134 |
| DEFECTIVE OR NO TURN SIGNAL LAMPS | 1 | 2 | 16 | 19 | 86 | 1 | 125 |
| DEFECTIVE OR NO TRAILER BRAKES | 4 | 5 | 14 | 11 | 113 | 2 | 149 |
| DEFECTIVE OR NO VEHICLE BRAKES | 7 | 60 | 376 | 657 | 1,758 | 27 | 2,885 |
| DEFECTIVE STEERING MECHANISM | 6 | 34 | 186 | 200 | 854 | 18 | 1,298 |
| DEFECTIVE OR SLICK TIRES | 80 | 192 | 648 | 584 | 2,806 | 56 | 4,366 |
| DEFECTIVE TRAILER HITCH | 0 | 2 | 10 | 14 | 197 | 7 | 230 |
| DISABLED IN TRAFFIC LANE | 49 | 94 | 219 | 291 | 670 | 24 | 1,347 |
| DISREGARD STOP AND GO SIGNAL | 102 | 731 | 3,661 | 6,267 | 11,525 | 83 | 22,369 |
| DISREGARD STOP SIGN OR LIGHT | 93 | 464 | 1,825 | 2,810 | 6,865 | 204 | 12,261 |
| DISREGARD TURN MARKS AT INTERSECTION | 3 | 28 | 100 | 285 | 2,143 | 27 | 2,586 |
| DISREGARD WARNING SIGN AT CONSTRUCTION | 3 | 12 | 51 | 59 | 221 | 11 | 357 |
| DISTRACTION IN VEHICLE | 69 | 343 | 1,618 | 2,450 | 8,063 | 317 | 12,860 |
| DRIVER INATTENTION | 307 | 2,107 | 9,855 | 17,754 | 59,847 | 3,460 | 93,330 |
| DROVE WITHOUT HEADLIGHTS | 14 | 45 | 109 | 134 | 288 | 11 | 601 |
| FAILED TO CONTROL SPEED | 505 | 2,971 | 14,400 | 30,172 | 90,271 | 3,954 | 142,273 |
| FAILED TO DRIVE IN SINGLE LANE | 609 | 1,467 | 4,241 | 5,148 | 23,021 | 4,100 | 38,586 |
| FAILED TO GIVE HALF OF ROADWAY | 12 | 45 | 191 | 200 | 1,075 | 105 | 1,628 |
| FAILED TO HEED WARNING SIGN | 15 | 20 | 65 | 47 | 277 | 11 | 435 |
| FAILED TO PASS TO LEFT SAFELY | 16 | 79 | 285 | 402 | 2,672 | 290 | 3,744 |
| FAILED TO PASS TO RIGHT SAFELY | 6 | 20 | 110 | 168 | 1,348 | 49 | 1,701 |
| FAILED TO SIGNAL OR GAVE WRONG SIGNAL | 0 | 15 | 82 | 81 | 570 | 7 | 755 |
| FAILED TO STOP AT PROPER PLACE | 1 | 58 | 318 | 739 | 1,725 | 49 | 2,890 |
| FAILED TO STOP FOR SCHOOL BUS | 0 | 2 | 10 | 14 | 29 | 0 | 55 |
| FAILED TO STOP FOR TRAIN | 4 | 6 | 20 | 27 | 67 | 6 | 130 |
| FAILED TO YIELD ROW - EMERGENCY VEHICLE | 4 | 13 | 52 | 112 | 298 | 4 | 483 |

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|--|------------------------|---|---|----------------------------------|-----------------------------|---------------------------------|-------------|
| FAILED TO YIELD ROW - OPEN INTERSECTION | 12 | 184 | 987 | 1,902 | 5,438 | 59 | 8,582 |
| FAILED TO YIELD ROW - PRIVATE DRIVE | 39 | 338 | 1,882 | 3,599 | 12,888 | 54 | 18,800 |
| FAILED TO YIELD ROW - STOP SIGN | 113 | 766 | 3,597 | 6,099 | 16,574 | 97 | 27,246 |
| FAILED TO YIELD ROW - TO PEDESTRIAN | 33 | 140 | 543 | 485 | 49 | 1 | 1,251 |
| FAILED TO YIELD ROW - TURNING LEFT | 119 | 980 | 4,969 | 7,655 | 18,323 | 90 | 32,136 |
| FAILED TO YIELD ROW - TURN ON RED | 2 | 27 | 215 | 298 | 1,565 | 2 | 2,109 |
| FAILED TO YIELD ROW - YIELD SIGN | 8 | 59 | 273 | 511 | 2,103 | 10 | 2,964 |
| FATIGUED OR ASLEEP | 161 | 583 | 1,646 | 1,719 | 5,493 | 134 | 9,736 |
| FAULTY EVASIVE ACTION | 255 | 1,066 | 3,428 | 4,099 | 14,213 | 707 | 23,768 |
| FIRE IN VEHICLE | 0 | 0 | 10 | 5 | 271 | 8 | 294 |
| FLEEING OR EVADING POLICE | 41 | 121 | 262 | 264 | 791 | 154 | 1,633 |
| FOLLOWED TOO CLOSELY | 21 | 406 | 2,542 | 6,305 | 17,262 | 126 | 26,662 |
| HAD BEEN DRINKING | 214 | 601 | 1,469 | 1,396 | 4,802 | 617 | 9,099 |
| HANDICAPPED DRIVER (EXPLAIN IN NARRATIVE) | 4 | 21 | 31 | 53 | 98 | 2 | 209 |
| ILL (EXPLAIN IN NARRATIVE) | 79 | 325 | 833 | 1,372 | 1,119 | 34 | 3,762 |
| IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE) | 50 | 178 | 542 | 682 | 2,221 | 28 | 3,701 |
| IMPROPER START FROM PARKED POSITION | 2 | 19 | 94 | 322 | 1,043 | 18 | 1,498 |
| LOAD NOT SECURED | 6 | 26 | 83 | 106 | 1,116 | 21 | 1,358 |
| OPENED DOOR INTO TRAFFIC LANE | 0 | 2 | 11 | 12 | 151 | 9 | 185 |
| OVERSIZED VEHICLE OR LOAD | 1 | 5 | 24 | 30 | 557 | 28 | 645 |
| OVERTAKE AND PASS INSUFFICIENT CLEARANCE | 13 | 22 | 71 | 86 | 687 | 16 | 895 |
| PARKED AND FAILED TO SET BRAKES | 0 | 3 | 9 | 17 | 117 | 59 | 205 |
| PARKED IN TRAFFIC LANE | 38 | 47 | 144 | 163 | 529 | 35 | 956 |
| PARKED WITHOUT LIGHTS | 5 | 7 | 23 | 20 | 66 | 9 | 130 |
| PASSED IN NO PASSING LANE | 25 | 50 | 92 | 147 | 762 | 6 | 1,082 |
| PASSED ON RIGHT SHOULDER | 4 | 23 | 64 | 117 | 563 | 9 | 780 |
| PED/PEDALSYS/MOT.CON.FYTROW TO VEHICLE | 391 | 589 | 965 | 628 | 218 | 1 | 2,792 |
| SPEEDING - UNSAFE (UNDER LIMIT) | 439 | 1,416 | 3,682 | 3,289 | 13,787 | 1,430 | 24,043 |

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 24, 2024.



Crashes by Unit Contributing Factor

2017

STATEWIDE CRASHES

| Unit Contributing Factor | Units in Fatal Crashes | Units in Suspected Serious Injury Crashes | Units in Suspected Minor Injury Crashes | Units in Possible Injury Crashes | Units in Non-Injury Crashes | Units in Unknown Injury Crashes | Total Units |
|--|------------------------|---|---|----------------------------------|-----------------------------|---------------------------------|-------------|
| SPEEDING - (OVERLIMIT) | 251 | 289 | 514 | 484 | 996 | 114 | 2,648 |
| TAKING MEDICATION (EXPLAIN IN NARRATIVE) | 10 | 26 | 70 | 118 | 171 | 4 | 399 |
| TURNED IMPROPERLY - CUT CORNER ON LEFT | 1 | 15 | 80 | 180 | 1,515 | 50 | 1,841 |
| TURNED IMPROPERLY - WIDE RIGHT | 3 | 37 | 211 | 377 | 2,882 | 130 | 3,640 |
| TURNED IMPROPERLY - WRONG LANE | 6 | 69 | 446 | 920 | 4,919 | 39 | 6,399 |
| TURNED WHEN UNSAFE | 54 | 293 | 1,206 | 1,843 | 7,053 | 378 | 10,827 |
| UNDER INFLUENCE - ALCOHOL | 577 | 1,041 | 2,413 | 2,052 | 7,418 | 453 | 13,954 |
| UNDER INFLUENCE - DRUG | 262 | 288 | 563 | 622 | 1,356 | 84 | 3,175 |
| WRONG SIDE - APPROACH OR IN INTERSECTION | 6 | 24 | 90 | 93 | 243 | 18 | 474 |
| WRONG SIDE - NOT PASSING | 185 | 257 | 403 | 303 | 895 | 94 | 2,137 |
| WRONG WAY - ONE WAY ROAD | 61 | 88 | 144 | 189 | 515 | 27 | 1,024 |
| ROAD RAGE | 5 | 38 | 148 | 219 | 1,240 | 26 | 1,676 |
| PEDESTRIAN FTYROW TO VEHICLE | 16 | 31 | 122 | 182 | 471 | 4 | 826 |
| UNSAFE SPEED | 25 | 37 | 160 | 165 | 568 | 13 | 968 |
| WRONG SIDE - APPROACH OR INTERSECTION | 11 | 43 | 264 | 342 | 1,154 | 11 | 1,825 |
| OTHER (EXPLAIN IN NARRATIVE) | 361 | 1,228 | 4,244 | 6,072 | 22,180 | 2,019 | 36,104 |
| NOT APPLICABLE | 3,082 | 13,095 | 57,688 | 105,365 | 341,075 | 16,064 | 536,369 |

The data in this report represents the number of units that were reported as having the indicated contributing factor. Units can have none or multiple contributing factors. Therefore, the total number of units for this report will not equal the total number of units statewide.

Effective with the 2010 Annual Summary reports, "Incapacitating Injury" is referred to as "Suspected Serious Injury".
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 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 24, 2024.