

MTCF

Michigan Traffic
Crash Facts

FACT SHEETS

2021

2021

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 282,640 crashes, of which 1,068 (0.4%) were fatal, 51,666 (18.3%) were personal injury, and 229,906 (81.3%) were property damage only.

Compared to 2020, 2021 had a 15.2 percent increase in total crashes, an increase of 5.7 percent in fatal crashes, a 16.3 percent increase in personal injury crashes, and a 15.0 percent increase in property damage crashes.

A total of 1,131 people were killed as a result of the 1,068 fatal crashes for an average of 1.1 deaths per fatal crash.

For each person killed, 63 people were injured in crashes.

There were 5,979 people who received suspected serious injuries, which prevent normal activities and require hospitalization.

A total of 476,129 motor vehicles were involved in 282,640 reported crashes.

Of the 1,131 traffic crash deaths, 758 (67.0%) were drivers of vehicles, 161 (14.2%) were passengers in motor vehicles, 183 (16.2%) were pedestrians, and 29 (2.6%) were bicyclists.

Of the 715 drivers and passengers killed where seat belt data was collected, 254 (35.5%) were not wearing seat belts and 323 (45.2%) were wearing seat belts. It is unknown whether 138 (19.3%) of the fatalities were belted.

More male drivers were involved in crashes than female drivers. Of the 245,096 male drivers involved in crashes, 1,212 (0.5%) were involved in fatal crashes. Of the 185,493 female drivers involved in crashes, 408 (0.2%) were involved in fatal crashes.

There were 553 deaths that resulted from 532 single-vehicle fatal crashes.

Of the 1,044 motor vehicle drivers involved in fatal crashes where a hazardous action occurred, excessive speed was reported by police as the hazardous action for 215 (20.6%) of the drivers.

Of the 1,068 fatal crashes, 334 (31.3%) occurred at intersections.

Most fatal crashes occurred on dry roadways (79.3%) and in clear weather conditions (68.9%).

The majority of all crashes occurred during daylight (61.0%).

There were 84 (7.9%) fatal crashes during the 6:00-6:59 PM time period, more than any other time period.

The most fatal crashes, 182 (17.0%), occurred on Saturday.

There were 808 crashes, including 9 fatal crashes, associated with a police pursuit situation.

Emergency vehicles were involved in 2,379 crashes and two of the crashes were fatal. There were 1,871 police vehicles, 213 fire vehicles, and 365 ambulances involved in crashes.

A traffic crash was reported every 1 minutes and 52 seconds.

One person was killed every 7 hours and 45 minutes as a result of a traffic crash. One person was injured every 7 minutes and 23 seconds in a traffic crash.

The annual vehicle miles traveled was 96,744,489 (thousands) in 2021.

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Crash Facts

CHILDREN

AGES 0-14

2021

According to 2020 data provided by the Michigan Department of Health and Human Services, the number one cause of unintentional fatal injuries in Michigan for children age 0-14 is suffocation and the second cause is motor vehicle crashes.

There were a total of 25,947 people age 0-14 involved in crashes in Michigan in 2021.

A total of 28 children (0-14 years old) were killed in motor vehicle crashes, including one driver age 9. The 0-14 age group accounted for 2.5 percent of all traffic deaths.

Of the 28 fatalities, 20 occurred in motor vehicles: 17 in passenger cars, SUVs, or vans; two in pickup trucks; and one in an ORV/ATV.

In addition, 3,991 children were injured in motor vehicle crashes.

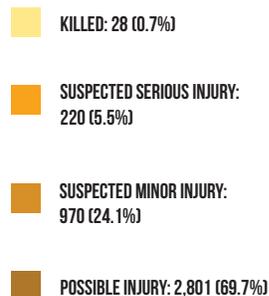
Restraint usage among drivers and injured passengers age 0-14, as reported by police at the scene of a traffic crash, was 91.3%. The age group with the lowest restraint usage was children age 11 to 14 (89.6%).

Children accounted for 2.2 percent (4) of the pedestrians killed in Michigan, and 10.0 percent (146) of all pedestrian injuries.

Children under 15 years of age accounted for four (13.8%) of the 29 bicyclist deaths and 145 (14.9%) of all injured bicyclists.

The 2018 Direct Observation Survey of Child Restraint/Booster Seat Use in Michigan reported child restraint use rates of 98.2% for children age 0-3 and 54.5% for children age 4-7.

CRASH INJURY SEVERITY IN CHILDREN AGES 0-14



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TEENS/YOUNG ADULTS

AGES 15-20

2021

Inexperience, risk-taking behavior, immaturity, and greater risk exposure are all factors that increase crash risk for young drivers. According to the Centers for Disease Control and Prevention, crashes are the leading cause of death among people age 15-20.

INJURY SEVERITY IN MOTOR VEHICLE CRASHES WITH A DRIVER AGE 15-20



There were 483,132 licensed drivers ages 15-20* who represented 6.7 percent of Michigan's driving population. The drivers in this age group represented 10.7 percent (50,869) of drivers in all crashes and 9.6 percent (162) of drivers in fatal crashes.

The 15-20 age group accounted for 9.1 percent (103) of all traffic deaths, and 63.1 percent (65) of those deaths were drivers.

In addition, 9,224 teenagers and young adults were injured in motor vehicle crashes, representing 12.9 percent of all people injured in crashes.

Generally, younger drivers had a higher incidence of speeding, failing to yield, and inability to stop in assured clear distance as a hazardous action. They also had higher rates of collision with a ditch and hitting a tree as the most harmful event in the crash. They were less likely to be alone in their car at the time of the crash.

The most common hazardous action coded for the 162 drivers age 15-20 involved in fatal crashes was speed too fast, with 19.8% (32) of the total.

Weekends accounted for 24.6 percent of crash involvements for drivers age 15-20, compared with only 22.7 percent of crash involvements for drivers 21 and older.

Teenagers and young adults accounted for 5.5 percent (10) of the pedestrians killed in Michigan, and 11.1 percent (162) of all pedestrian injuries.

One (3.4%) of the 29 bicyclist deaths were in the 15-20 age group.

**Licensed drivers between the ages of 14 years and 9 months old and 15 years old are included in this total.*

2021

In Michigan, 17.7 percent of residents are age 65 or older according to 2019 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: 230 (1.6%)

SUSPECTED SERIOUS INJURIES: 1,072 (7.4%)

SUSPECTED MINOR INJURIES: 4,195 (28.9%)

POSSIBLE INJURIES: 9,025 (62.1%)

There were 1,700,267 licensed drivers age 65 and over who represented 23.4 percent of Michigan's active driving population. The drivers in this age group represented 10.6 percent (50,398) of drivers in all crashes and 13.5 percent (228) of drivers in fatal crashes.

A total of 201 people age 65 and over were killed in traffic crashes, and 123 (61.2%) of them were drivers.

In addition, 8,501 people age 65 and over were injured in traffic crashes, representing 11.9 percent of all people injured in crashes.

Drivers and injured passengers, age 65 to 110, had a seat belt usage of 99.2%, 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, 23.0 percent (42) were age 65 and over; 12.3 percent (178) of the pedestrians injured were age 65 and over.

Six (20.7%) bicyclists out of the 29 total killed were age 65 and over.

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CELL PHONE USE

2021

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 2,765 crashes occurred in Michigan where a motor vehicle driver was using a cell phone. Twenty-one of those crashes involved a fatality.

A total of 2,768 motor vehicle drivers, 15 pedestrians, and five bicyclists were reported to be using cell phones in 2,784 crashes.

Of the 15 pedestrians using a cell phone, three pedestrians were killed, three suffered a suspected serious injury, two suffered a suspected minor injury, and three suffered a possible injury.

Of the 2,768 motor vehicle drivers using cell phones, 535 (19.3%) were 20 years of age or younger.

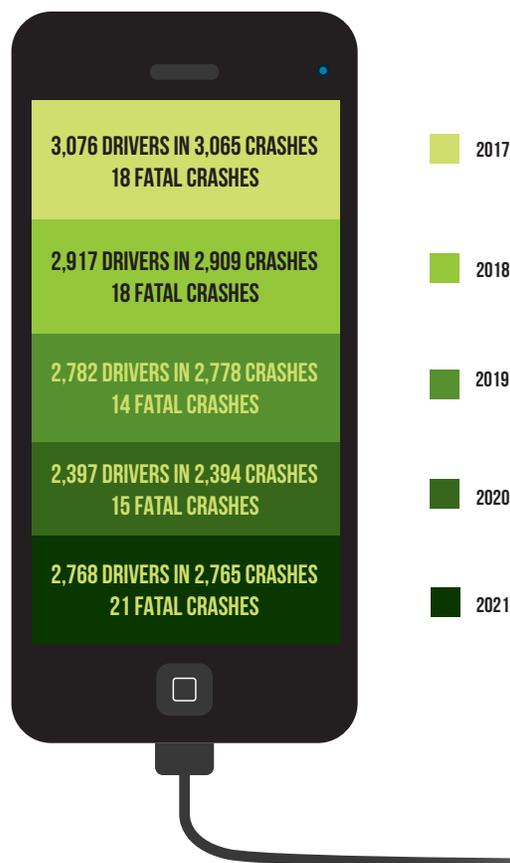
There were 1,263 (45.7%) rear-end crashes where a driver was using a cell phone.

Of the total 2,784 crashes involving cell phone use, 705 (25.3%) also involved a lane departure.

Of the total 2,784 crashes involving cell phone use, 973 (34.9%) were intersection related.

There were 2,768 motor vehicle drivers using a cell phone in crashes: 2,408 passenger cars, SUVs, or vans; 292 pickup trucks; 31 trucks or buses over 10,000 lbs.; 10 motor homes; nine small trucks under 10,000 lbs.; three motorcycles; three mopeds; two ORV/ATVs; four vehicle types coded as "other;" and six uncoded and errors.

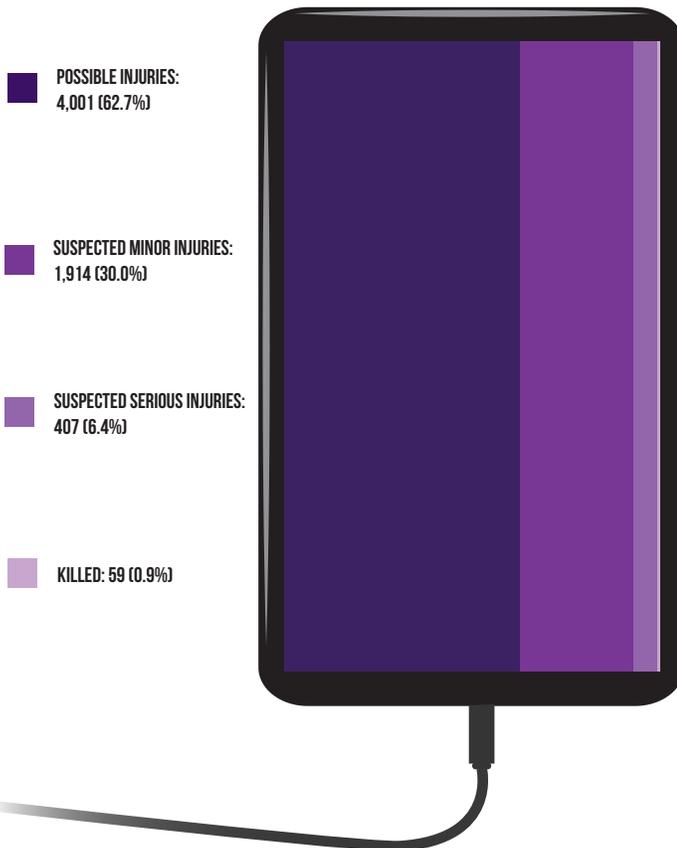
CRASHES WHERE A MOTOR VEHICLE DRIVER WAS USING A CELL PHONE



2021

While cell phone use is one source of distraction, driver distraction includes any activity that shifts attention from the driving task, including talking to passengers, eating and drinking, adjusting the radio or GPS, or looking at a billboard.

PERSON INJURY SEVERITY IN DISTRACTED DRIVING CRASHES



A total of 16,543 crashes occurred in Michigan that involved a distracted driver of a motor vehicle in 2021. Fifty-nine of those crashes involved a fatality, resulting in 59 fatalities.

Of the total 16,543 crashes involving a distracted driver, 3,326 (20.1%) also involved a lane departure.

About 37.1% (6,139) of the crashes involving a distracted driver took place at an intersection.

There were 40 bicyclists involved in distracted driving crashes and 99 pedestrians.

The top five counties for distracted driving crashes were Wayne (2,480); Oakland (2,207); Macomb (1,705); Kent (1,572); and Kalamazoo (625).

Of the 16,731 distracted drivers in crashes, 16.5 percent were distracted by cell phone use, 10.9 percent by some other electronic device (e.g. navigation aid, book player), 5.5 percent by a passenger, 35.3 percent by some other activity inside the vehicle (e.g. eating, drinking, personal grooming), and 31.7 percent by an activity outside the vehicle.

Of the distracted drivers, 9,294 were male, 7,047 were female, and 390 were unknown gender.

Of the 16,731 distracted drivers, 6,965 were assigned a hazardous action of unable to stop in assured clear distance; 1,949 were assigned careless/negligent driving; and 1,423 had the hazardous action failed to yield.

2021

A crash is alcohol-involved 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:	336 (8.1%)
SUSPECTED SERIOUS INJURY:	825 (19.8%)
SUSPECTED MINOR INJURY:	1,494 (35.8%)
POSSIBLE INJURY:	1,513 (36.3%)

CRASH SEVERITY IN ALL CRASHES



FATAL:	1,068 (2.0%)
SUSPECTED SERIOUS INJURY:	4,947 (9.4%)
SUSPECTED MINOR INJURY:	16,411 (31.1%)
POSSIBLE INJURY:	30,308 (57.5%)

Of the 1,068 fatal crashes that occurred in Michigan, 336 (31.5%) were alcohol-involved, with at least one drinking operator, bicyclist, or pedestrian.

There were 357 alcohol-involved fatalities, which accounts for 31.6 percent of the total number of people killed (1,131).

The percentage of alcohol-involved fatalities was about 10.1 times higher than fatalities in all crashes and the most serious injury level (suspected serious) was about 5.7 times higher.

There were 214 (63.7%) crashes involving a single motor vehicle out of the 336 alcohol-involved fatal crashes.

Of the 183 pedestrian deaths, 43 (23.5%) were the result of an HBD crash and 32 (74.4%) of those pedestrians had been drinking.

There were 166 motorcyclist deaths, and 52 (31.3%) of those deaths were the result of an HBD crash. Of the 52 motorcyclist alcohol-involved crash deaths, 35 (67.3%) motorcycle operators were coded as drinking and four (7.7%) were motorcycle passengers of a drinking operator.

2021

ALCOHOL CONTINUED

PERSON INJURY SEVERITY IN HBD CRASHES



PERSON INJURY SEVERITY IN ALL CRASHES



Out of 29 bicyclist deaths, five (17.2%) were the result of an HBD crash and four out of the five bicyclists (80.0%) had been drinking.

Out of five snowmobiler deaths, two (40.0%) were the result of an HBD crash, and both snowmobilers had been drinking.

HBD injury crashes were highest in June (380), and the highest number of HBD fatal crashes, 40, occurred in July.

Saturday had the highest number of HBD fatal crashes at 76, followed by Sunday at 66.

Saturday had the highest proportion (42.7%) of alcohol-involved fatalities when compared to all fatalities occurring on Saturday.

The 2:00-2:59 AM time period had the highest number of HBD fatal crashes with 30, while the 11:00-11:59 AM, 12:00-12:59 PM, and 1:00-1:59 PM time periods had the lowest number with two each.

Of the 9,469 drinking drivers involved in crashes, 6,777 (71.6%) were male and 2,692 (28.4%) were female. There were no drinking drivers for whom gender was unknown.

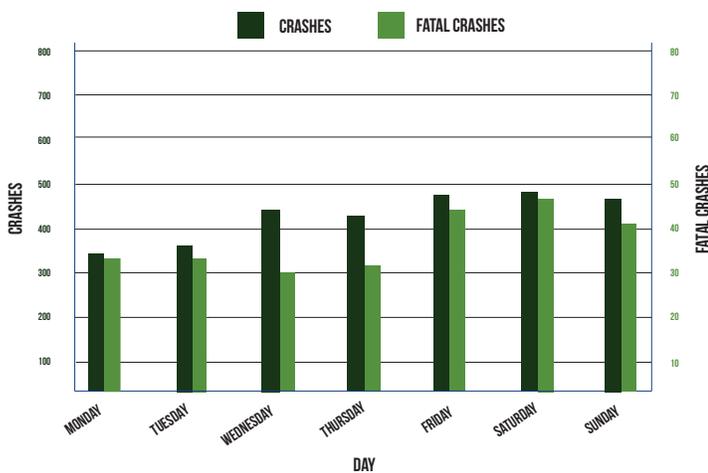
There were 1,704 (18.0%) drinking drivers in crashes who were age 24 or younger.

Out of the total 9,469 drinking drivers in crashes, 1,311 (13.8%) of the drivers were also suspected of using drugs.

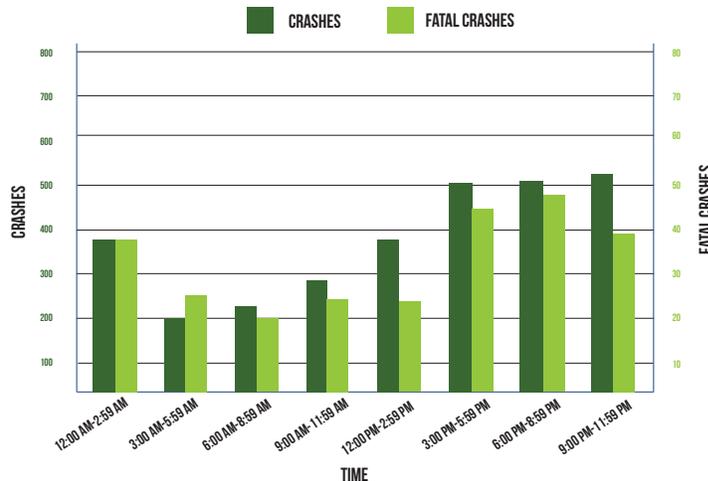
2021

A crash is drug-involved if any driver, pedestrian, or cyclist involved was reported as suspected of drug use by the police officer on the Traffic Crash Report.

DRUG-INVOLVED CRASHES BY DAY OF THE WEEK



DRUG-INVOLVED CRASHES BY TIME OF DAY



Of the 1,068 fatal crashes that occurred in Michigan, 259 (24.3%) were drug-involved, with at least one drugged operator, bicyclist, or pedestrian.

Of the 259 fatal drug-involved crashes, 132 (51.0%) involved only one vehicle.

Alcohol was involved in 120 (46.3%) of the 259 fatal drug-involved crashes.

Saturday had the highest number of drug-involved fatal crashes at 47, followed by Friday with 44.

There were 275 drug-involved fatalities, which accounts for 24.3% of the total of number of people killed (1,131).

Of the 183 pedestrian deaths, 27 (14.8%) were drug-involved and 10 (37.0%) of those pedestrians were suspected of drug use.

There were 166 motorcyclist deaths, and 38 (22.9%) of those deaths were the result of a drug-involved crash. Of the 38 drug-involved motorcyclist crash deaths, 25 (65.8%) motorcycle operators were coded as drugs suspected.

Of the 256 motor-vehicle drivers suspected of drugs who were involved in fatal crashes, 208 were male and 48 were female.

Eighty-nine (34.8%) of the 256 drivers suspected of drugs who were involved in fatal crashes were between the ages of 20 and 29.

Seventy-seven (30.1%) of the drivers were between age 30 and 39.

2021

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 1,260 bicyclists involved in motor vehicle crashes in Michigan in 2021.

A total of 29 bicyclists were killed in 29 fatal crashes on Michigan roadways. An additional 971 bicyclists were injured in 965 police-reported crashes.

Male bicyclists (994) were involved in more bicycle crashes than female bicyclists (240), with 26 male bicyclists killed and three female bicyclists killed. Gender was not reported for 26 bicyclists in crashes.

Police reported that nine of the bicyclists killed (31.0%) were "going straight ahead" just prior to crash.

In motor vehicle crashes, 1,008 bicyclists were riding in daylight conditions, 19 were riding during dawn, 33 were riding during dusk, 135 were riding in dark lighted conditions, 57 were riding in dark unlighted conditions, and eight bicyclists were riding in unknown lighting conditions.

The peak hour for bicyclist involvement in crashes was from 3:00-3:59 PM, with 141 bicyclists involved. The peak hour for bicyclist fatalities was from 3:00-3:59 PM, with five bicyclist fatalities.

Of the 29 bicyclists killed, five (17.2%) were the result of a had-been-drinking crash and four of the five (80.0%) bicyclists had been drinking.

There were two (6.9%) bicyclist deaths among children under 11 years of age and two (6.9%) bicyclists killed in the 11-15 age group. Teen/young adults (ages 16-20) accounted for one (3.4%) of the bicyclist fatalities. Adults ages 21-64 accounted for 18 (62.1%) of the bicyclist fatalities. Six (20.7%) fatalities were in the 65 and over age group.

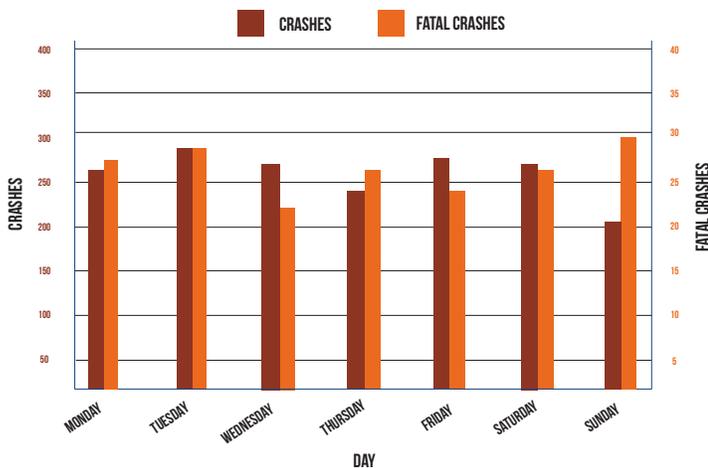
BICYCLIST INJURY SEVERITY IN CRASHES



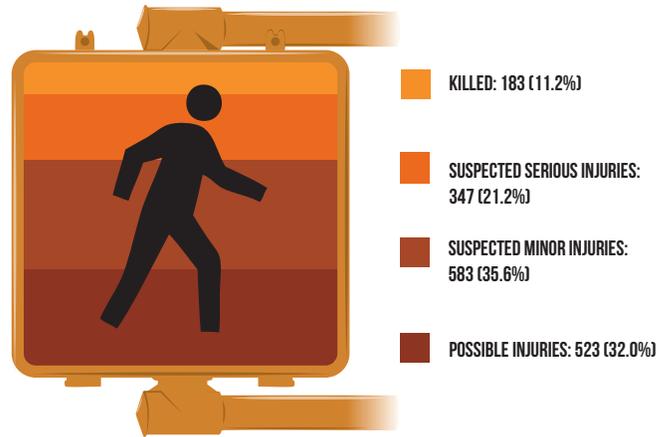
2021

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 1,891 pedestrians involved in 1,790 motor vehicle crashes.

Of the 1,891 pedestrians involved in crashes, 183 (9.7%) were killed and 1,453 (76.8%) were injured.

There were 122 (66.7%) male pedestrians killed and 61 (33.3%) female pedestrians killed.

Of all pedestrian actions prior to a crash, "crossing not at an intersection" was the most deadly, accounting for 58 (31.7%) of the pedestrian fatalities.

For each pedestrian killed, there were about 8 pedestrians injured.

The highest number of pedestrian-involved crashes occurred during October, with 236 (13.2%).

The time period with the most pedestrian-involved crashes occurred from 6:00-6:59 PM, with 153 (8.5%).

Sunday was the deadliest day for pedestrians with 29 (16.0%) of the crashes where a pedestrian was killed and 30 (16.4%) of the pedestrian fatalities.

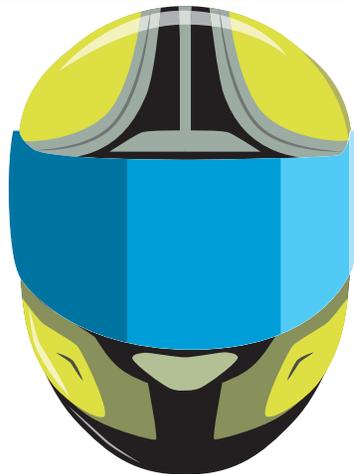
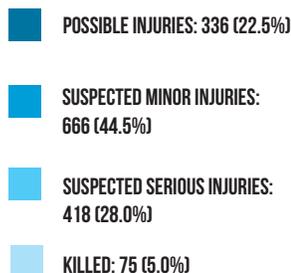
Of the 183 pedestrians killed, 43 (23.5%) of the deaths were the result of an alcohol-involved crash and 32 (74.4%) of those pedestrians had been drinking.

A total of five (2.7%) pedestrian fatalities occurred among youth age 15 and under. Teen/young adults (ages 16-20) accounted for nine (4.9%) of the pedestrian fatalities. Adults ages 21-64 accounted for 127 (69.4%) of the pedestrian fatalities. There were 42 (23.0%) fatalities in the 65 and over age group.

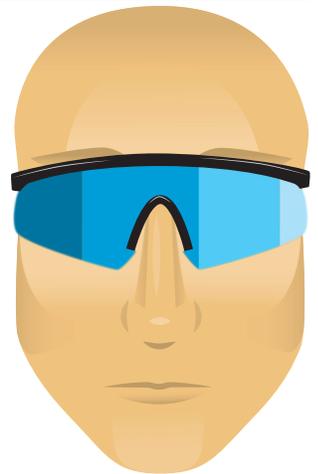
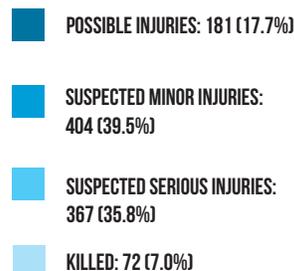
2021

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



In 2021, the death rate for motorcyclists was 21.6 per 100 million vehicle miles traveled compared to the overall mileage death rate of 1.1 per 100 million vehicle miles traveled.

There were 3,175 motorcycle-involved crashes in which 166 motorcyclists were killed and 2,526 were injured.

Motorcycles were involved in 1.1 percent of all traffic crashes in Michigan in 2021.

Out of the 159 motorcycle operators killed, 124 (78.0%) were reported by police as "going straight ahead" just prior to the crash.

There were 153 (92.2%) male motorcyclists and 13 (7.8%) female motorcyclists killed in traffic crashes.

Of the motorcyclists killed, 52 (31.3%) deaths were the result of a had-been-drinking crash and 39 (75.0%) of those motorcyclists had drivers coded as drinking.

Among the 166 motorcycle fatalities, 75 (45.2%) motorcyclists were wearing helmets and 72 (43.4%) motorcyclists were not wearing helmets. Helmet use was unknown for 19 (11.4%) motorcyclists.

There were 255,832 motorcycles registered in 2021 according to the Michigan Department of State.

A 2017 observational survey by Michigan State University estimated statewide helmet use at 71.4 percent and high-visibility gear at 3.6 percent.

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Michigan Traffic
Crash Facts

HEAVY TRUCKS/BUSES

2021

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

Heavy trucks/buses were involved in 5.1 percent (14,293) of the 282,640 traffic crashes in Michigan. The 2021 crash count is a 26.0 percent increase from the 2020 total of 11,344 crashes.

There were 103 people killed and 3,369 people injured in heavy truck/bus crashes.

A total of 14,972 heavy truck/bus drivers were involved in crashes, with 16 of those drivers killed.

The number of had-been-drinking heavy truck/bus drivers was 29.

There were 42 pedestrians and 18 bicyclists involved in heavy truck/bus involved crashes. Nine pedestrians (21.4%) and three bicyclists (16.7%) were killed.

In 2021 vehicle miles traveled for heavy trucks/buses was 7,104,092 (thousands), resulting in a fatal crash rate of 1.3 per 100 million VMT compared to the overall fatal crash rate of 1.1 per 100 million VMT.

INJURY SEVERITY IN CRASHES WHERE HEAVY TRUCKS/BUSES WERE INVOLVED



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Michigan Traffic
Crash Facts

SCHOOL BUSES

2021

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 785 school bus-related crashes, four of which resulted in fatalities.

Of the 785 school bus-related crashes, 304 (38.7%) took place between 6:00-8:59 AM and 251 (32.0%) occurred between 3:00-5:59 PM. The remaining 230 (29.3%) crashes occurred during other times of the day.

Of the 785 school bus-related crashes, 310 (39.5%) occurred at an intersection.

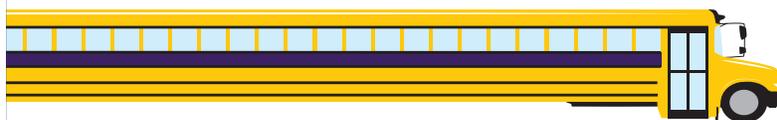
There were 960 people involved and no people killed on school buses.

Two people on a school bus received suspected serious injuries, 11 people received suspected minor injuries, and 49 people received possible injuries.

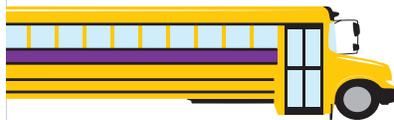
There were seven pedestrians and three bicyclists involved in school bus-related crashes.

INJURY SEVERITY IN CRASHES WHERE SCHOOL BUSES WERE INVOLVED

POSSIBLE INJURIES:
140 (67.6%)



SUSPECTED MINOR INJURIES:
52 (25.1%)



SUSPECTED SERIOUS INJURIES:
11 (5.3%)



KILLED:
4 (1.9%)



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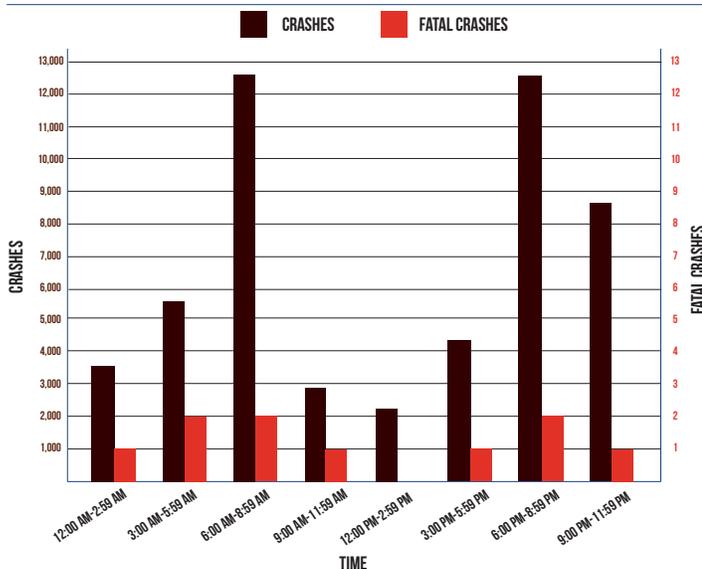
Michigan Traffic Crash Facts

DEER

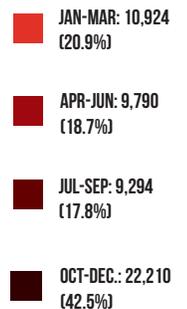
2021

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 52,218 (18.5% of the total crashes) motor vehicle-deer crashes.

Passenger cars, SUVs, and vans represented 78.5 percent (41,154) of the vehicles involved in vehicle-deer crashes.

As a result of vehicle-deer crashes, 1,449 people were injured and 10 people were killed. Four (40.0%) of those killed were occupants in passenger vehicles and six (60.0%) killed were motorcyclists.

Motor vehicle-deer involved crashes were highest during the 7:00-7:59 AM time period (5,484).

The top 10 counties experiencing vehicle-deer crashes were: Oakland (1,853); Kent (1,810); Jackson (1,544); Ottawa (1,391); Lapeer (1,355); Allegan (1,288); Genesee (1,254); Calhoun (1,247); Kalamazoo (1,137); and Clinton (1,116).

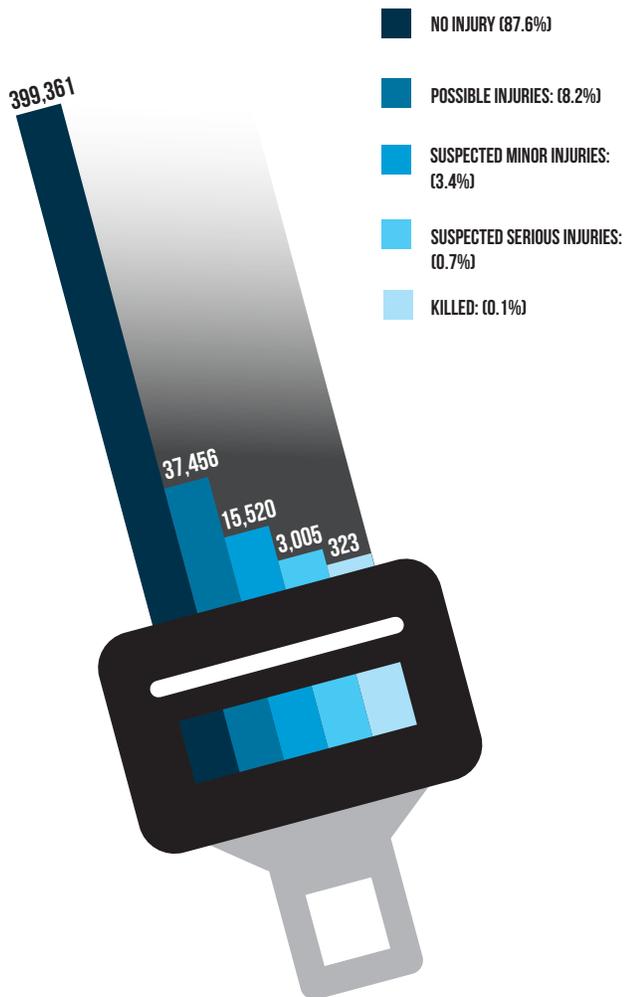
The highest number of vehicle-deer crashes occurred during November (9,093).

Of the motor vehicle-deer crashes, 22,210 (42.5%) occurred during the fourth quarter of the year.

2021

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 462,305 reported drivers and passengers involved in crashes for which seat belt use was known, 455,680 (98.6%) were reported to have been using seat belts and 6,625 (1.4%) were reported to have not been using seat belts.

The reported percentage of male drivers and passengers (4,172) involved in crashes who did not wear seat belts out of all males in crashes for which seat belt use was known was 1.7 percent. The reported percentage of female drivers and passengers (2,448) involved in crashes who did not wear their seat belts out of all females in crashes for which seat belt use was known was 1.2 percent.

Of the reported drivers and passengers in motor vehicles crashes under 25 years of age, 2,647 (2.2%) were not wearing seat belts.

When looking at known seat belt use for motor vehicle fatalities only, 254 people (44.0%) killed were not wearing seat belts.

Of the fatalities, there were 235 drivers and passengers killed while not wearing a seat belt in the front seat, 17 people killed while not wearing a seat belt in the rear seat, and two people killed while not wearing a seat belt in an other or unknown seating position.

A total of 341 people in motor vehicle crashes were ejected while not wearing a seat belt. Of the 341 people ejected, 233 were drivers, 105 were injured passengers, and three were uninjured passengers. Of the unbelted people who were ejected 82 people (24.0%) were killed.

A 2019 observational study by Michigan State University estimated statewide belt use at 94.4 percent.

2021

Crashes involving speeding are the result of a hazardous action of “speed too fast.” The actual speeds of motor vehicles are not reported at the scene of the crash.

In 2021, there were 24,555 crashes involving speeding, which accounted for 8.7 percent of all crashes.

Out of the 476,129 motor vehicle drivers involved in crashes, 24,721 (5.2%) had a hazardous action of speed too fast.

In addition to the 22,391 motor vehicle drivers coded as “speed too fast,” seven bicyclists were also reported to be speeding at the time of the crash.

Single motor vehicle crashes were the most common crash type associated with speed-involved crashes at 73.2 percent (17,970).

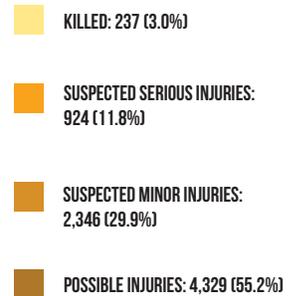
The highest number of excessive speed crashes occurred during dry road conditions at 6,426 (26.2%), followed by snowy road conditions with 5,951 (24.2%).

A total of 1,293 (5.2%) of the speeding motor vehicle drivers had also been drinking at the time of the crash, and 326 (1.3%) of the speeding motor vehicle drivers had also used drugs.

Excessive speed was a factor in 237 (21.0%) fatalities in motor vehicle crashes and 924 (15.5%) suspected serious injuries in 2021.

In addition to the 24,555 crashes where speeding was a hazardous action, “speed too slow” was reported as a hazardous action for 148 crashes.

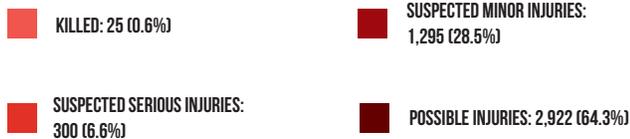
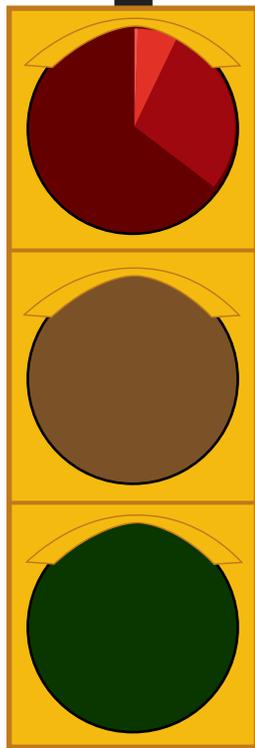
INJURY SEVERITY IN CRASHES INVOLVING SPEEDING



2021

In a red-light-running crash, at least one motor vehicle driver, pedestrian, or bicyclist disregarded a traffic control classified as a signal, related to or within 150 feet of an intersection.

INJURY SEVERITY IN CRASHES WITH RED-LIGHT-RUNNING



There were a total of 6,340 crashes involving red-light-running in 2021, which accounts for 2.2% of the total crashes for that year.

The number of red-light running crashes increased 4.4 percent in the five-year period from 6,072 in 2017 to a five-year high of 6,340 in 2021.

The most common red-light-running crashes were angle crashes at 5,396, which account for 85.1% of all red-light-running crashes.

Red-light-running crashes commonly involved more than one motor vehicle, with a frequency of 6,266 in 2021 (98.8%).

The number of motor vehicle drivers who had-been-drinking and also ran red lights in crashes was 167 (2.6%). The number of motor vehicle drivers who were using drugs and also ran red lights in crashes was 52 (0.8%).

There were 24 motorcycle drivers who failed to stop at a red light in 2021, which is 0.4% of all motor vehicle drivers who ran red lights.

Out of the 1,131 people killed, 25 (2.2%) were the result of a red-light-running crash.

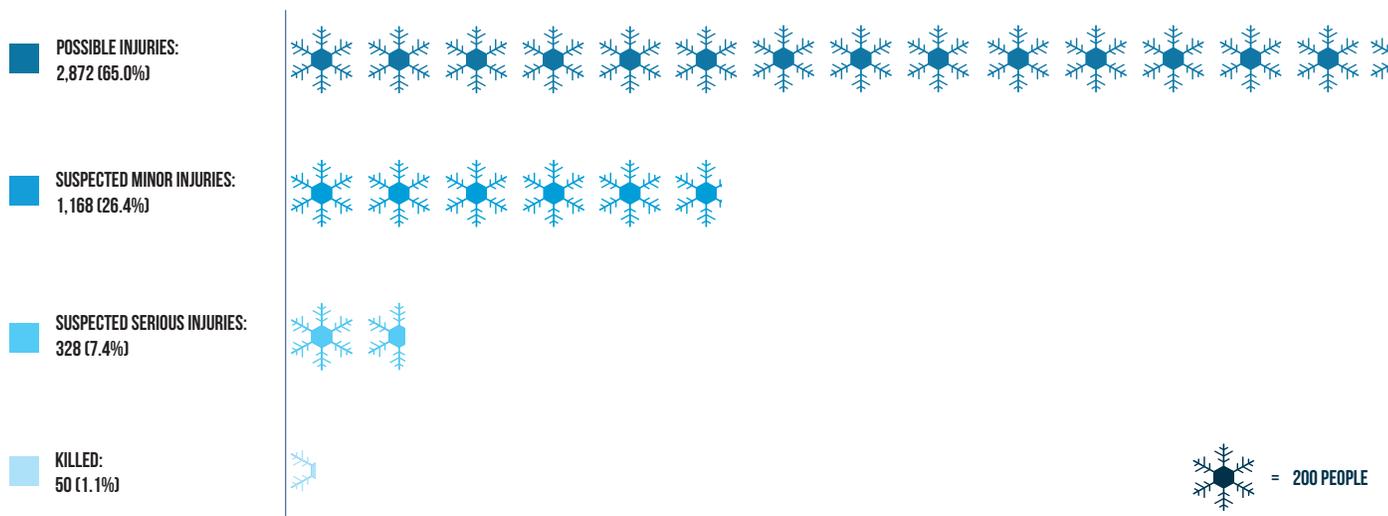
A total of 31 pedestrians and 40 bicyclists were involved in red-light-running crashes. One pedestrian and no bicyclists were killed, and 61 nonmotorists were injured.

Of the 16,985 people involved in red-light-running crashes, 25 people were killed and 4,517 people were injured in 2021.

2021

A winter weather crash is a crash that took place during the months from October through April, and the road condition at the time of the crash was reported to have been icy, snowy, or slushy.

PERSON INJURY SEVERITY IN WINTER WEATHER CRASHES



There were a total of 24,237 winter weather crashes during the winter of 2020-2021, including 47 fatal crashes.

Winter weather crashes most commonly occurred under daylight conditions (49.2%), followed by dark unlighted (26.8%) and dark lighted (17.0%) conditions.

The most common hazardous action reported for the 35,652 drivers involved in winter weather crashes was speed too fast (10,675), followed by unable to stop in assured clear distance (3,321)

Deer were involved in 1,984 (8.2%) of winter weather crashes, and heavy trucks/buses were involved in 1,289 (5.3%) of winter weather crashes.

The posted speed limit was 55 mph or below for 79.4 percent of winter weather crashes and 40 mph or below for 31.1 percent of winter weather crashes.

The most common winter weather crashes were single-vehicle crashes (55.6%), rear-end crashes (12.6%), and angle crashes (11.1%). Of the 47 fatal winter weather crashes, 26 (55.3%) were single-vehicle, 15 (31.9%) were head-on, and 3 (6.4%) were angle crashes.

The top five counties for winter weather crashes during the winter of 2020-2021 were Wayne (3,135); Oakland (2,294); Kent (1,564); Macomb (1,253); and Genesee (804).