

# **Analysis Report: Fatal Crashes in Michigan (2021 Edition)**



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## Contents

1.0 Executive Summary .....	2
2.0 Observed Trends .....	3
2.1 Number of Crashes.....	3
2.2 Number of Fatalities.....	4
3.0 Fatal Crashes and Fatalities by Factors of Interest .....	5
3.1 Driver Age .....	5
3.2 Belt Use.....	8
3.3 Speeding .....	8
3.4 Alcohol-Involved Crashes .....	9
3.5 Drug-Involved Crashes .....	10
3.6 Pedestrian Fatalities .....	11
3.7 Bicyclist Fatalities .....	12
3.8 Motorcyclists in Crashes .....	13
3.9 Helmet Use among Motorcyclist Fatalities.....	14
3.10 Highway Class .....	15
3.12 Winter Road Conditions .....	17
3.13 Hit-and-Run .....	18
3.14 Deer .....	19
3.15 Heavy Trucks/Buses .....	19
3.16 Saturdays .....	20
4.0 Supplemental Data Tables .....	22

## Special Note

The Michigan Office of Highway Safety Planning and the University of Michigan Transportation Research Institute acknowledge the differences in traffic and commuting patterns in 2020 and 2021 due to the COVID-19 pandemic. Travel restrictions from the “Stay Home, Stay Safe” Executive Order (EO 2020-21) were initially in place starting on March 24, 2020. That order was then extended through additional executive orders. The stay-at-home order was officially lifted June 1, 2020.

The total number of police-reported crashes on Michigan roadways decreased from 2019 to 2020 by 21.9%, declining from 314,376 in 2019 to 245,432 in 2020, and then in 2021 increased slightly to 282,640 crashes which is still 10.1% less than the 2019 crash total. Despite the lower amount of crashes in 2020 and 2021, the fatality count has increased each year from 985 in 2019, to 1,083 in 2020 (9.9% increase from 2019), and 1,131 in 2021 (14.8% increase from 2019). In 2020, there was a decrease in vehicle miles traveled, licensed drivers, and vehicle registrations: vehicle miles traveled decreased 15.5% to 86.31 billion, motor vehicle registrations were down 0.5% to 9.04 million, and the number of licensed drivers was down 1.9% to 7.12 million. The increased 2020 fatality count in combination with the reduction of the exposure factors contributed to a fatality rate of 1.25 per 100 million miles of travel, a 30.2% increase from 2019 (0.96 per 100 million miles). The 2020 fatality rate is also above the 10-year (2011-2020) average of 1.01 fatalities per 100 million miles. In 2021, vehicle miles traveled was still 5.3% less than 2019 at 96.74 billion miles, and the fatality rate was 1.17 per million miles of travel – a slight decrease from the 2020 fatality rate but still much higher than the 2011-2020 average rate.

## 1.0 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 2021. The number of fatal crashes and fatalities in 2021 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 10-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 54.5% to 1,131 in 2021.

Some findings about the fatal traffic crash experience in Michigan in 2021 include:

- 1,131 people were killed in 1,068 fatal crashes, compared with 1,083 people killed in 1,010 fatal crashes in 2020.
- 357 people died in alcohol-involved crashes, and 275 died in drug-involved crashes. These two groups of fatalities overlapped—127 people were killed in crashes that involved *both* alcohol and drugs.
- 31.5% of fatal crashes involved alcohol, compared with 3.4% of all crashes.
- 119 fatal crashes involved a driver age 18 to 20, and 125 fatal crashes involved a driver age 65 to 74.
- 254 of the motor vehicle occupants who were killed were not wearing seat belts, which is 27.6% of all motor vehicle occupants who were killed. Only 1.2% of all crash-involved motor vehicle occupants were unbelted.
- 237 people died in crashes where at least one driver was speeding. Speeding was involved in 20.0% of fatal crashes and 8.7% of all crashes.
- 183 pedestrians were killed, and police reports indicate that 32 of these pedestrians had been drinking at the time of the crash. 17.0% of fatal crashes involved pedestrians, compared with 0.6% of all crashes.
- 29 bicyclists were killed, and 4 bicyclists were reported to have been drinking.
- 166 motorcyclists were killed, 72 of whom were not wearing a helmet.
- 245 fatal crashes occurred on Michigan routes, 89 on Interstates, and 80 on US routes.
- 95 fatal crashes were hit-and-run.
- 93 fatal crashes involved a heavy truck or bus. Heavy trucks/buses were involved in 8.7% of fatal crashes and 5.1% of all crashes.

## 2.0 Observed Trends

### 2.1 Number of Crashes

Figure 1 in this section shows the total number of crashes of all severity levels in Michigan from 1940 to 2021. Crashes peaked in 1996 with 435,477. Figure 2 highlights the 10-year period from 2012 to 2021. The total number of crashes in Michigan increased from 245,432 in 2020 to 282,640 in 2021 to (15.2%).

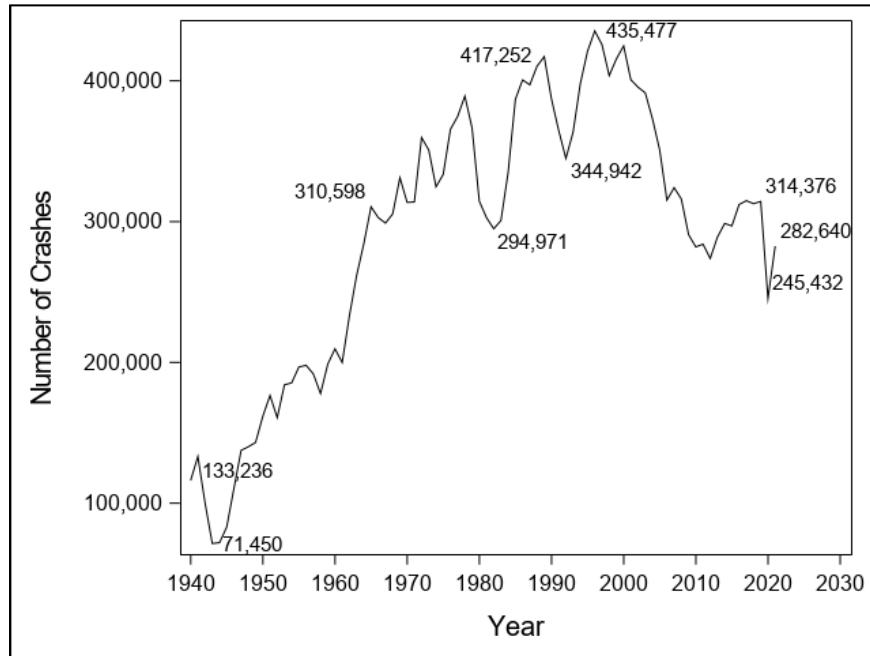


Figure 1 – All Michigan Crashes, 1940-2021

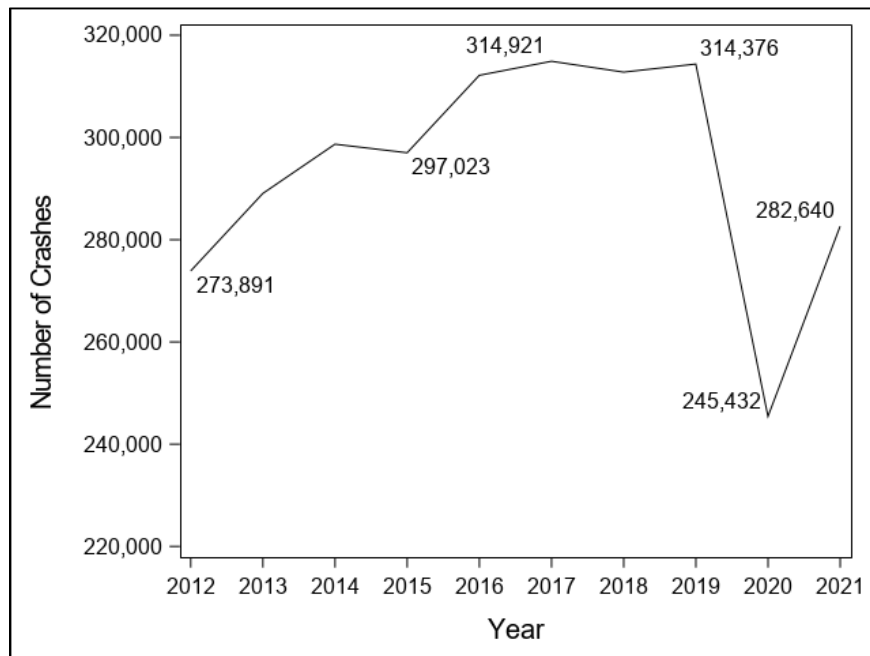


Figure 2 – All Michigan Crashes, 2012-2021

## 2.2 Number of Fatalities

When looking at fatalities in crashes, Figure 3 shows the total crash fatalities in Michigan from 1940 to 2021. Fatalities reached their highest in 1969 with 2,487 and have generally decreased since then. Figure 4 highlights fatalities from 2012 to 2021 only. The peak number of fatalities over the 10-year period was in 2021. There was a 4.4% increase in the fatality count from 1,083 in 2020 to 1,131 in 2021.

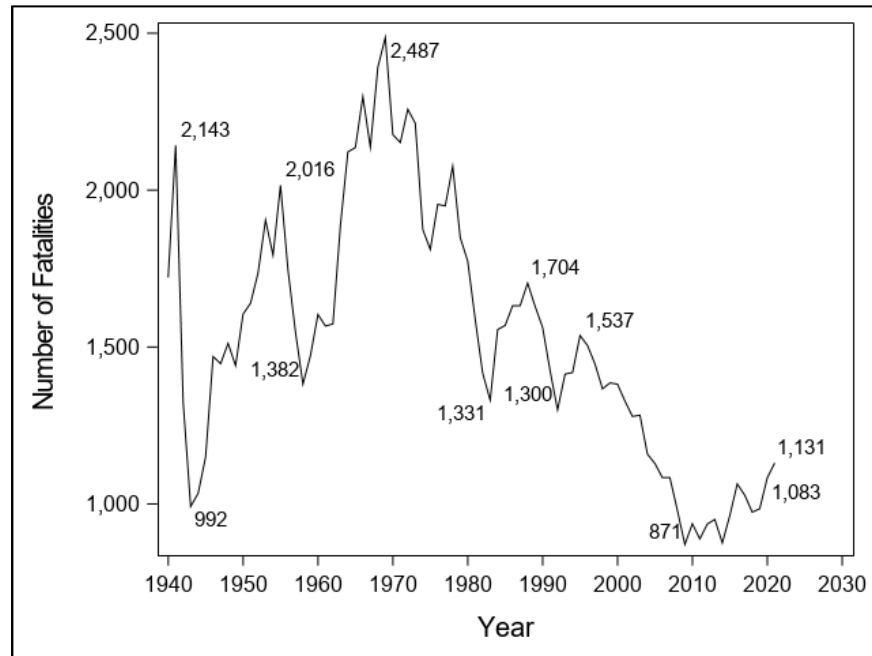


Figure 3 – Michigan Crash Fatalities, 1940-2021

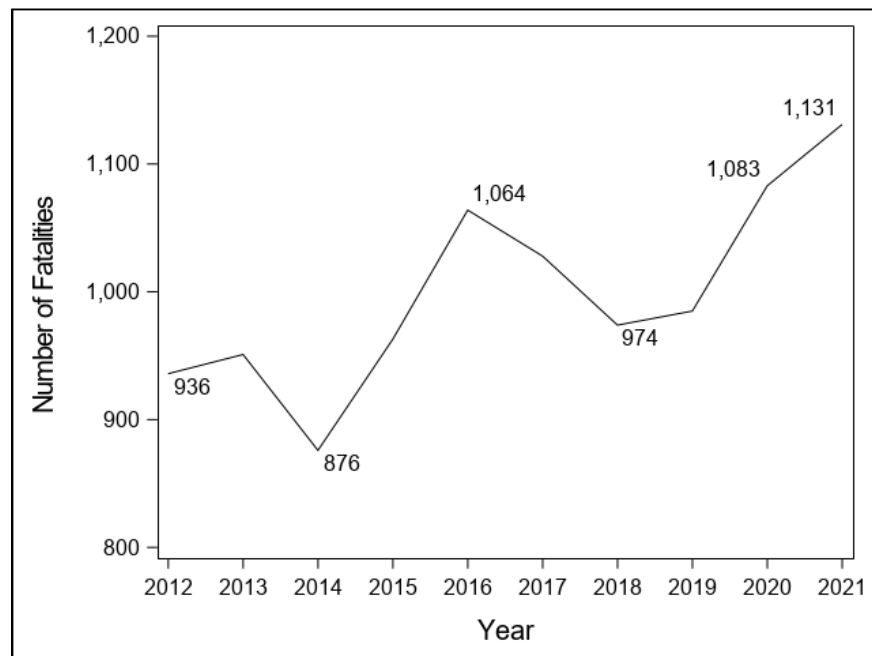


Figure 4 – Michigan Crash Fatalities, 2012-2021

Fatalities for the youngest age group (purple solid line) and oldest age group (green dotted line) are plotted against the left axis. Fatalities for people 21 to 64 (blue dashed line) are plotted on the right axis due to higher counts among that age group. In 2021, 131 people under the age of 21 were killed. This count is up from 107 fatalities in 2020, an increase of 22.4%. The number of people age 21 to 64 who were killed has generally increased over the 10-year time period. The peak number of fatalities was 799 in 2021, which is an increase of 6.8% from the 2020 count of 748 fatalities. The number of fatalities among people 65 and older has also risen in recent years and has topped 200 deaths in each of the last six years, reaching the highest count at 228 in 2020. The 2021 count for the 65 and older age group was 201, which is an 11.8% decrease from the 2020 fatality count.

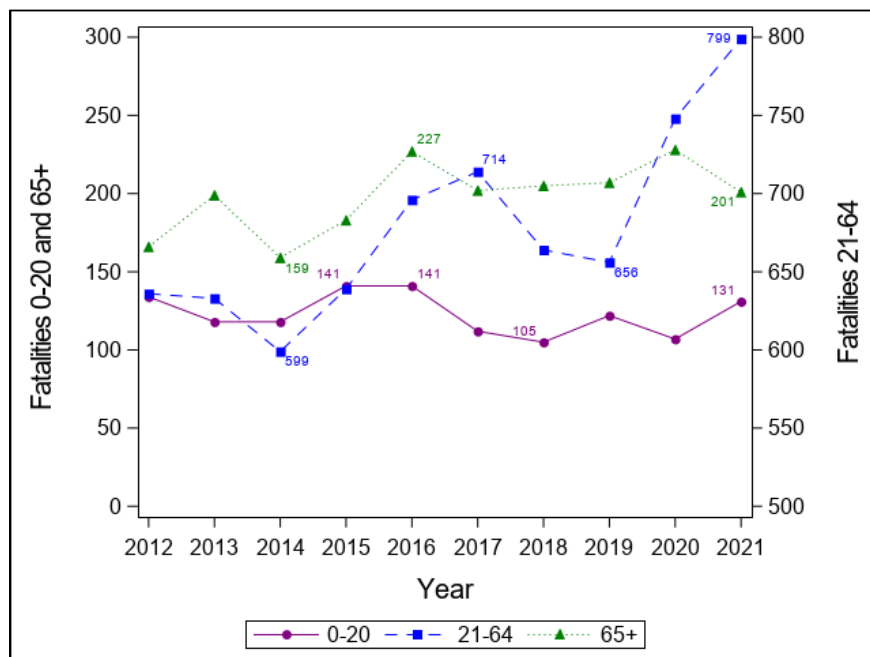


Figure 5 – Fatalities by Age Group

### 3.0 Fatal Crashes and Fatalities by Factors of Interest

#### 3.1 Driver Age

Table 1 shows the number of fatal crashes for young driver age groups from 2017 to 2021, 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 in the 15-17 and 18-20 age groups has generally increased over the five-year period, with a high of 42 for the 15-17 age group and a high of 119 for the 18-20 age group in 2021. While the fatal crash high of 163 in the 21-24 age group occurred in 2017, the second highest count was in 2021 at 139.

Table 1. Young Driver Fatal Crashes by Age Group

Fatal Crashes Involving Young Drivers									
Age Group	2017	2018	2019	2020	2021	2017-2018 Percent Change	2018-2019 Percent Change	2019-2020 Percent Change	2020-2021 Percent Change
Driver Age 15-17	32	22	23	32	42	-31.3%	4.5%	39.1%	31.3%
Driver Age 18-20	85	76	98	92	119	-10.6%	28.9%	-6.1%	29.3%
Driver Age 21-24	163	126	118	138	139	-22.7%	-6.3%	16.9%	0.7%

Figure 6 shows the number of fatalities that occurred in crashes involving a driver in each of the young driver age groups defined above. These age groups do not necessarily correspond to the age of the fatality victims. Fatalities in crashes with drivers age 15-17 increased 7.1% from 42 in 2012 to 45 in 2021. Fatalities in crashes with drivers age 18-20 increased to 127 in 2021, up 21.0% from 105 in 2012. Fatalities in crashes with a driver age 21-24 peaked in 2017 with 180. The 2021 fatality count of 152 for fatalities in crashes with a driver age 21-24 is a 7.3% decrease from 164 fatalities in 2012.

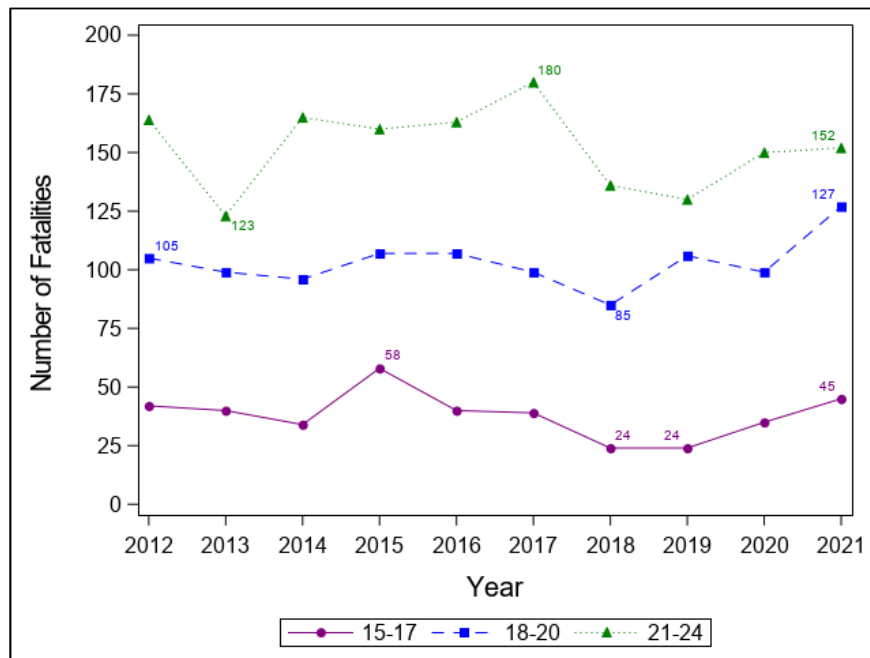


Figure 6 – Fatalities in Young Driver Crashes by Age Group

Table 2 displays the data for fatal crashes involving senior drivers divided into four age groups. Again, the age groups are not mutually exclusive, and some fatal crashes may be included in both the young driver table and the senior driver table. The number of fatal crashes involving the youngest group of senior drivers, age 60-64, has been stable over the past five years, with a high of 90 in 2019 and a low of 81 in 2021. The number of fatal crashes involving drivers age 65-74 has shown an increase in recent years from a five-year low of 96 in 2019. In 2020, the count increased to 110 (14.6%) and it increased again to 125 in 2021 (13.6%). Conversely, drivers age 75-84 were in 86 fatal crashes in 2019, the highest during the five-year period. This group decreased to 73 in 2020 (-15.1%) and increased to 78 in 2021



(6.8%). The oldest group of senior drivers, age 85 and older, were involved in 19 fatal crashes in 2021, down 42.4% from 33 fatal crashes in 2020, and down 53.7% from the five-year high of 41 fatal crashes in 2018.

Table 2. Senior Driver Fatal Crashes by Age Group

Fatal Crashes Involving Senior Drivers									
Age Group	2017	2018	2019	2020	2021	2017-2018 Percent Change	2018-2019 Percent Change	2019-2020 Percent Change	2020-2021 Percent Change
Driver Age 60-64	86	88	90	85	81	2.3%	2.3%	-5.6%	-4.7%
Driver Age 65-74	123	119	96	110	125	-3.3%	-19.3%	14.6%	13.6%
Driver Age 75-84	57	68	86	73	78	19.3%	26.5%	-15.1%	6.8%
Driver Age 85+	38	41	31	33	19	7.9%	-24.4%	6.5%	-42.4%

Figure 7 shows the number of fatalities that occurred in crashes involving a senior driver in each of the driver age groups defined above. Again, the age groups do not necessarily reflect the ages of the fatality victims. With the exception of the 85+ age group, each of the age groups showed an overall increase over the 10-year period. However, both the 60-64 and the 85+ senior driver age groups showed a decrease in the number of crash fatalities from 2020 to 2021.

Fatalities in crashes involving a driver 60-64 peaked in 2016 with 124 but have declined since then, down to 85 fatalities in 2021. There were more than 130 fatalities in crashes involving a driver 65-74 in 2013, 2017, 2018, and 2021. The 10-year high occurred in 2017 at 136 and the 2021 count of 135 the second highest. Fatalities in crashes involving a driver 75-84 increased from 62 in 2012 to 82 in 2021. The 10-year high in this group was in 2019 at 97 fatalities. In fact, the 2021 fatality count of 20 for drivers 85 and older is a 10-year low and a 56.5% reduction from the 10-year high of 46 in 2016.

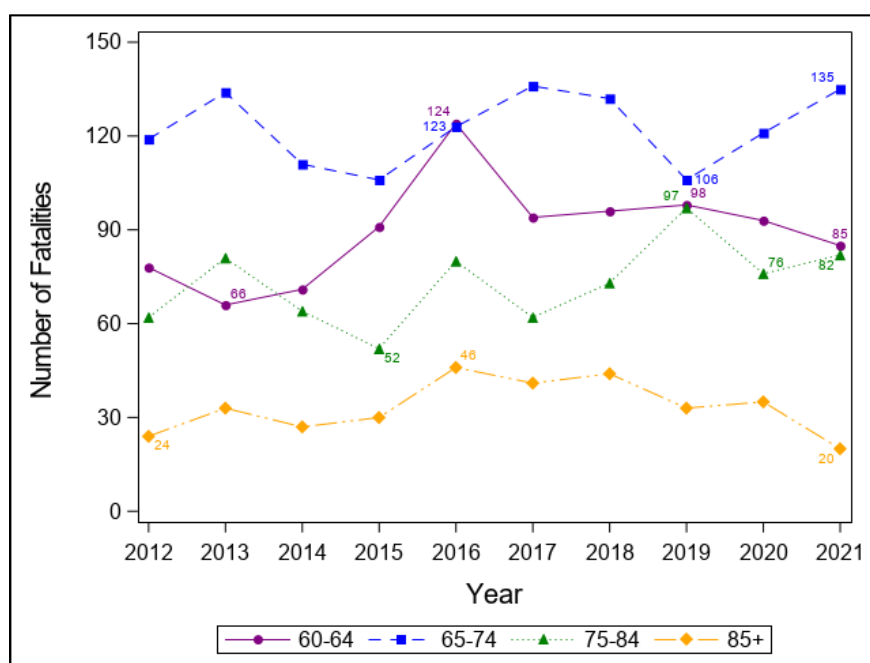


Figure 7 – Fatalities in Senior Driver Crashes by Age Group  
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### 3.2 Belt Use

The number of occupants of motor vehicles who were killed each year according to belt use status is displayed in Figure 8. Belted occupants were those who were wearing a lap belt, a shoulder belt, both lap and shoulder belts, or who were coded “restraint failure.” Unbelted occupants were those for whom 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. Unknown belt use among fatalities are excluded from Figure 8.

When interpreting the fatality counts of belted and unbelted occupants, it is important to consider the fact that the vast majority of crash-involved occupants are belted. In 2021, when other or unknown belt use was excluded, 98.6% of all crash-involved motor vehicle occupants were belted, and 1.4% were unbelted.

Over the 10-year period, the number of unbelted fatalities had been relatively constant with the exception of 2012 (231), before starting an upward trend in 2019. In 2021, the unbelted fatality count reached a 10-year high of 254 fatalities. There were 323 belted fatalities in 2021, which is down 11.3% from the peak of 364 belted fatalities in 2016, but up 2.9% from 314 belted fatalities in 2012.

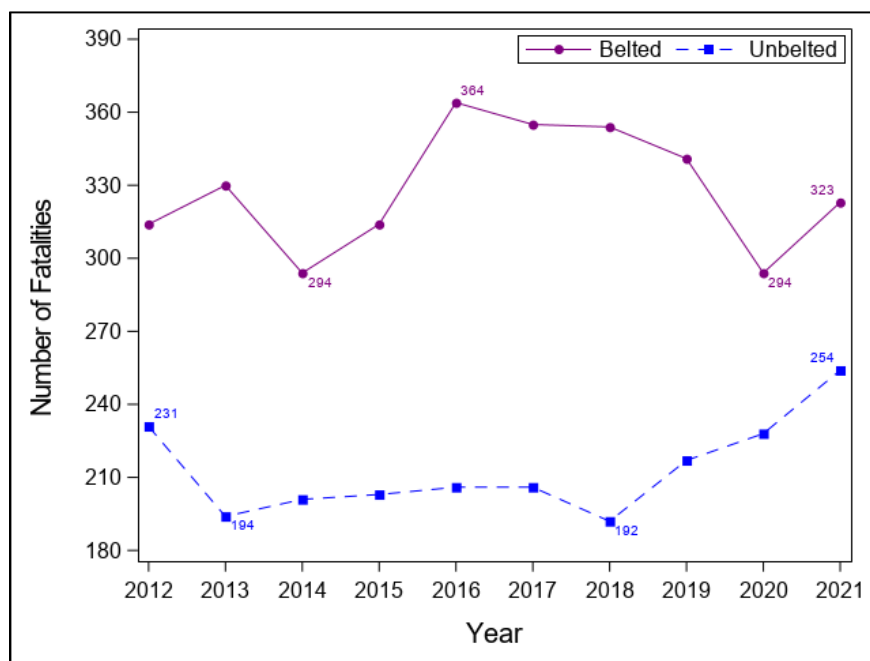


Figure 8 – Fatalities by Seat Belt Use

### 3.3 Speeding

In the last 10 years, 14,872 motor vehicles were involved in fatal crashes in Michigan. The most common hazardous action coded for these drivers was speed too fast, representing 1,825 drivers in 1,788 fatal crashes from 2012 to 2021.

Figure 9 shows the number of fatalities resulting from these speeding crashes each year. The greatest number of speed-related fatalities occurred in 2021 with 237, which was an 18.5% increase from the 2020 count of 200. The lowest number of speed-related fatalities was 175 in 2017. Alcohol was involved in the crash in an average of 78 (39.7%) of these speed-related fatalities each year.

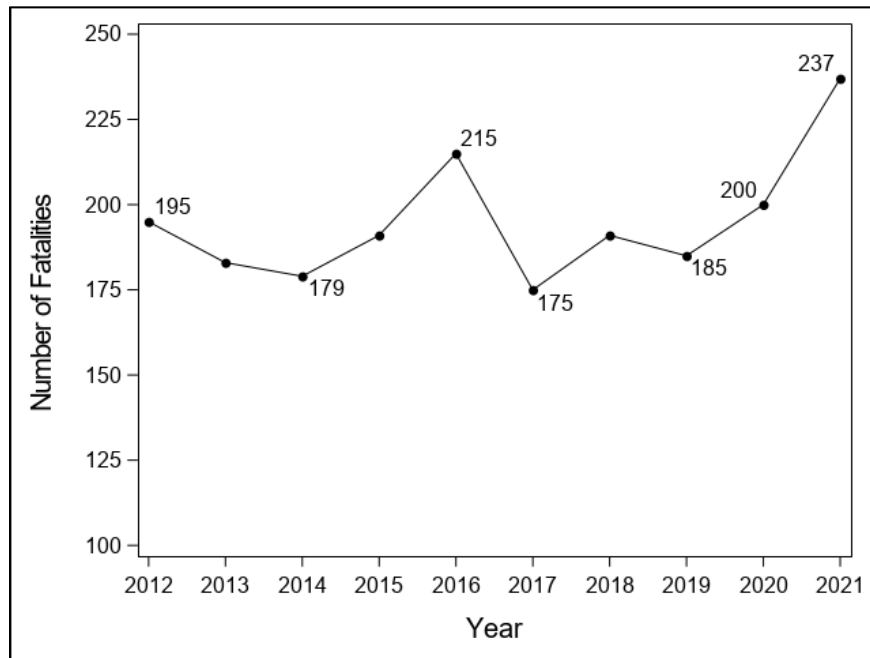


Figure 9 – Fatalities in Speed-Involved Crashes

### 3.4 Alcohol-Involved Crashes

Figure 10 shows the number of fatalities in alcohol-involved crashes. Over the last 10 years, the highest number of fatalities in alcohol-involved crashes occurred in 2017 with 359, though 2021 was on par with 357. The lowest number of alcohol-involved fatalities was 236 in 2014. In 2021, about 32% of all fatalities were alcohol-involved. For the 10-year period as a whole, about 30% of all fatalities stemmed from alcohol-involved crashes.

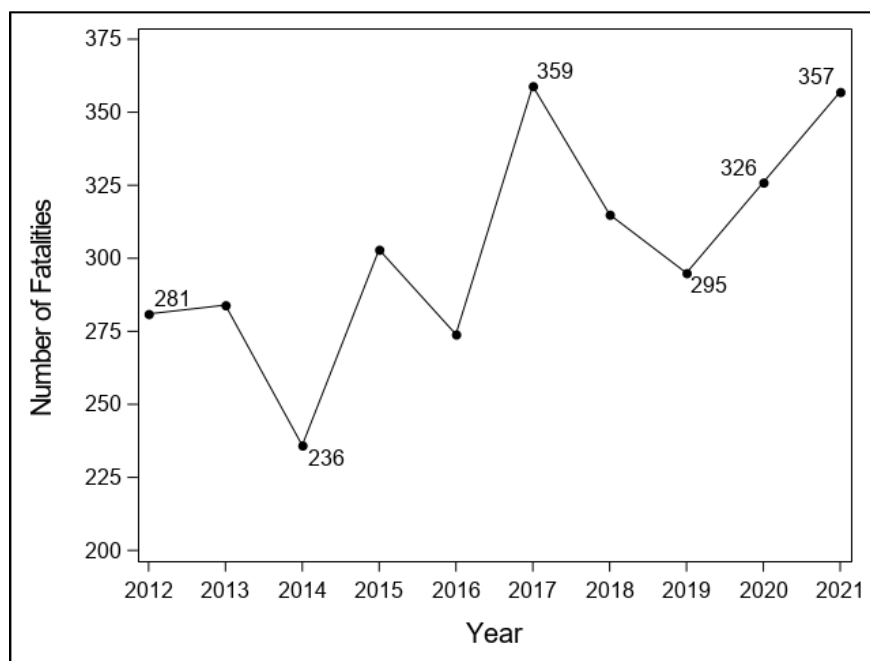


Figure 10 – Fatalities in Alcohol-Involved Crashes

Figure 11 depicts 10-year trends for fatalities in alcohol-involved crashes according to three specific drinking driver age groups. In 2021, there were 29 fatalities involving drinking drivers age 15 to 20, which was this age group's highest fatality count. Alternatively, in 2021 crashes involving at least one drinking driver age 21 to 24 had the lowest count over the same period (30). There were 13 fatalities in crashes involving drinking drivers age 65 and older in 2021, down 31.6% from the 10-year high of 19 in 2020.

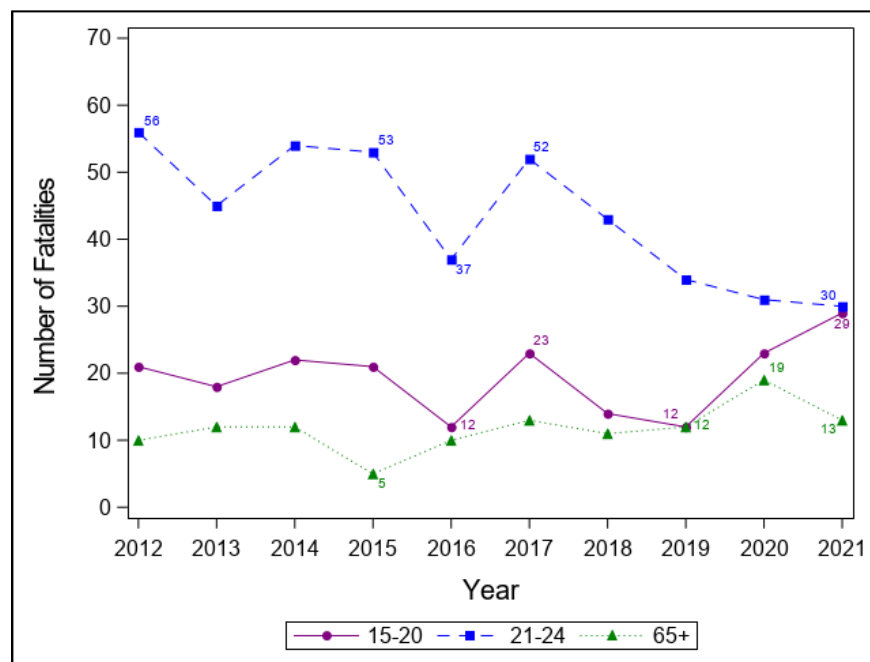


Figure 11 – Fatalities in Alcohol-Involved Crashes by Driver Age

### 3.5 Drug-Involved Crashes

Figure 12 shows the increasing trend of reported number of fatalities in drug-involved crashes over the 10-year period. The drug-involved fatality count was 275 in 2021, the highest over the 10-year period and an increase of 3.0% from 267 fatalities in 2020. Drugs were involved in 24.3% of crash fatalities in 2021. The higher numbers beginning in 2016 partially reflect more thorough testing and data collection of driver drug use in Michigan crashes. Overall, from 2012 to 2021, there was a 103.7% increase in drug-involved fatalities.

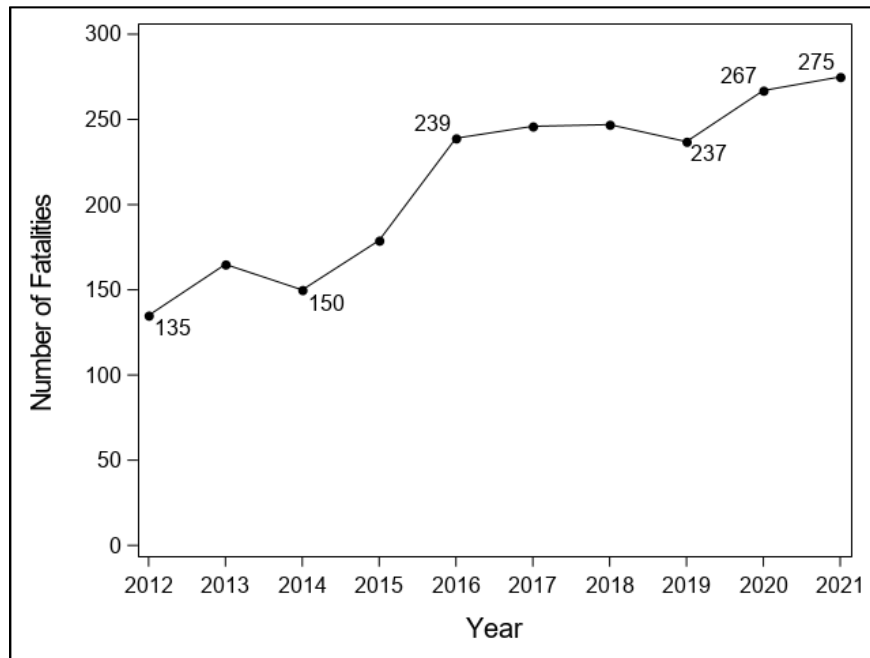


Figure 12 – Fatalities in Drug-Involved Crashes

### 3.6 Pedestrian Fatalities

The number of all pedestrian fatalities and the number of drinking pedestrian fatalities are both displayed in Figure 13. Over the past 10 years, pedestrian fatalities peaked in 2021 with 183, a 4.6% increase from the 2020 count of 175, the previous 10-year high. Before a slight increase in 2019, the number of pedestrian fatalities declined each year from a high of 170 in 2015 to 145 in 2018. In 2021, 32 (17.5%) of the pedestrians killed had been drinking. The number of killed pedestrians who had been drinking has decreased slightly from a 10-year peak of 44 in both 2016 and 2017.

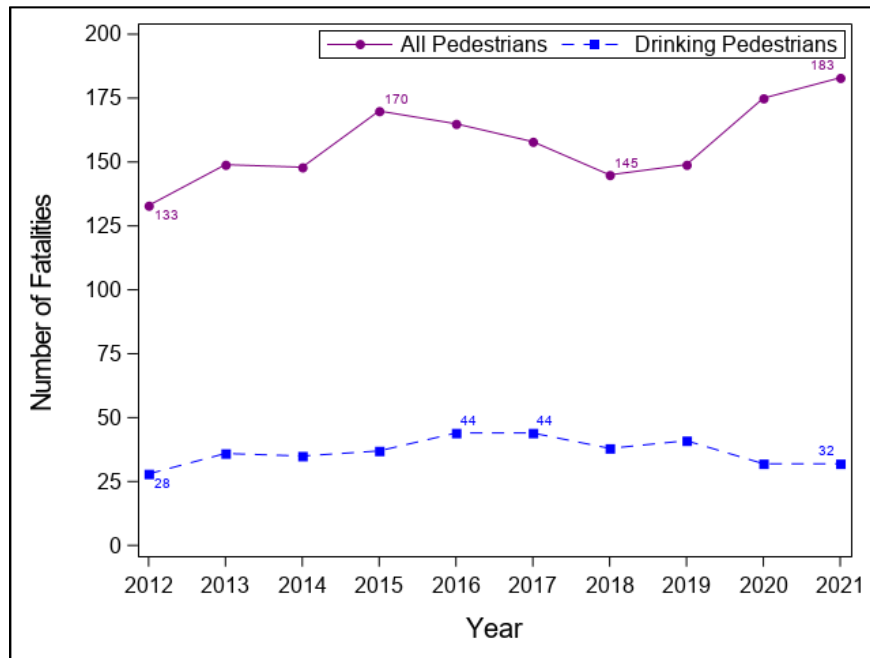


Figure 13 – Pedestrian Fatalities in Crashes

### 3.7 Bicyclist Fatalities

Figure 14 shows the total bicyclist fatalities and drinking bicyclist fatalities on the same graph. The number of bicyclist fatalities has shown considerable variation over the past 10 years, at least in part due to small fatality counts. The lowest number of bicyclist fatalities occurred in 2012 with 20, and the highest number was 38 in both 2016 and 2020. In 2021 the number of bicyclist fatalities was 29, a 23.7% decrease from the 2020 fatality count. The number of killed bicyclists who had been drinking has been relatively low each year, with a high of six in 2015. Four of the 29 bicyclists who were killed in 2021 had been drinking (13.8%).

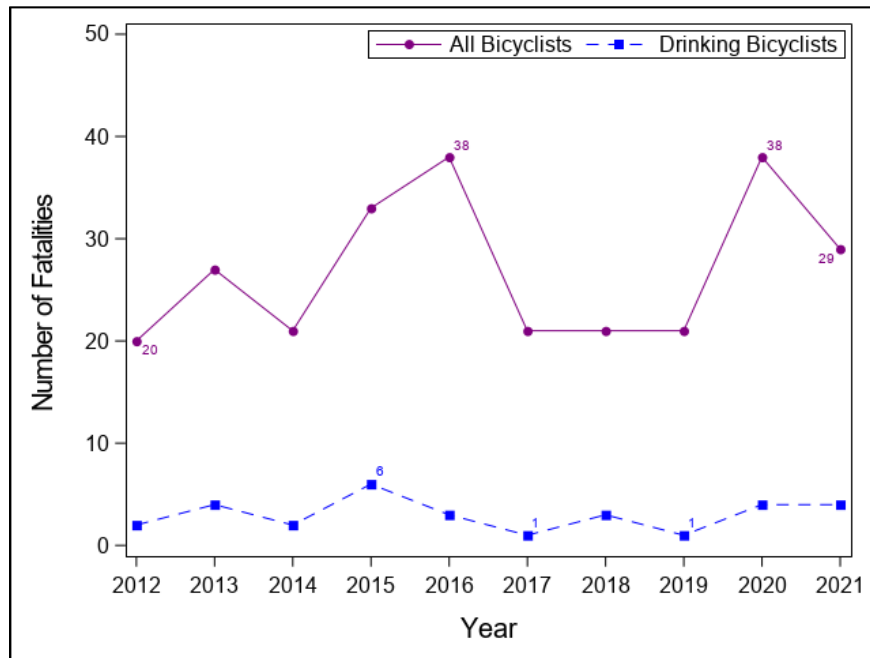


Figure 14 – Bicyclist Fatalities in Crashes

### 3.8 Motorcyclists in Crashes

Figure 15 shows the number of motorcyclist fatalities from 2012 through 2021. The count of 166 motorcyclists killed in crashes in 2021 was up 9.2% from 152 in 2020 and was the highest motorcyclist fatality count over the 10-year period. The lowest fatality count during this timeframe occurred in 2014 with 107 fatalities.

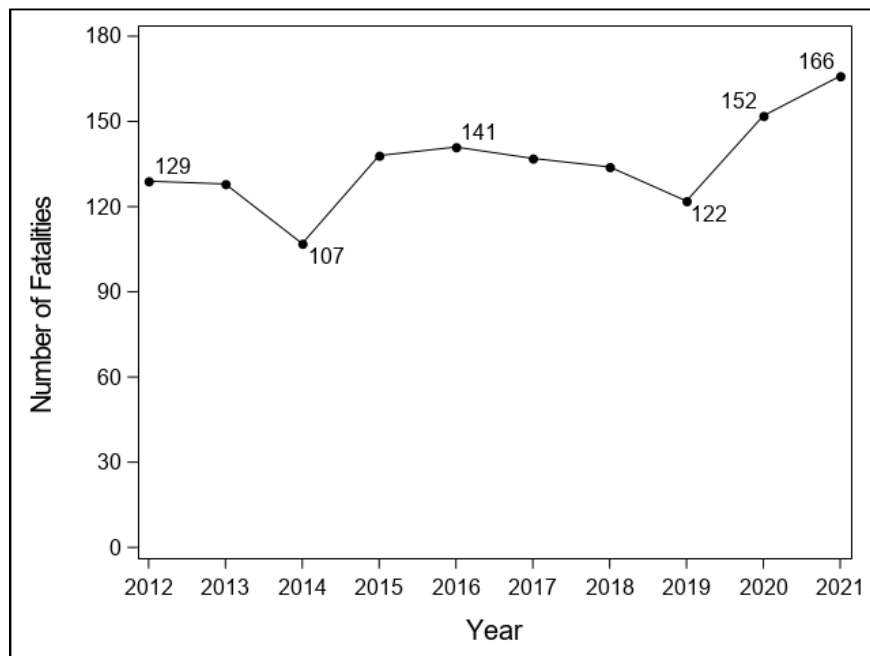


Figure 15 – Motorcyclist Fatalities in Crashes

Table 3 shows counts for all motorcyclist fatalities in crashes and corresponds to the graph. Over the 10-year period from 2012 to 2021, motorcyclist fatalities increased 28.7% from 129 fatalities in 2012 to 166 fatalities in 2021.

Table 3. Motorcyclist Fatalities in Crashes

Motorcyclist Fatalities in Crashes										
Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities	129	128	107	138	141	137	134	122	152	166

### 3.9 Helmet Use among Motorcyclist Fatalities

Figure 16 shows the number of fatally injured motorcyclists per year by their helmet use at the time of the crash. The Michigan law mandating helmet use was repealed in April, 2012. Data from 2011 (not shown) indicate the vast majority of motorcyclists who were killed in crashes were wearing a helmet (89.9%), which is not surprising since helmets were legally required. Since the 2012 repeal, the split between helmeted and unhelmeted riders has been much more even, with the percent of killed unhelmeted motorcyclists (49.6%) exceeding those who were helmeted (44.7%) once in 2016. In 2021, the numbers in both groups were close, with 75 fatally injured motorcyclists who were helmeted (45.2%) 72 who were not helmeted (43.4%), and 19 with helmet use unknown or unavailable (11.4%). Unknown or unavailable helmet use among fatalities were excluded from the graph.

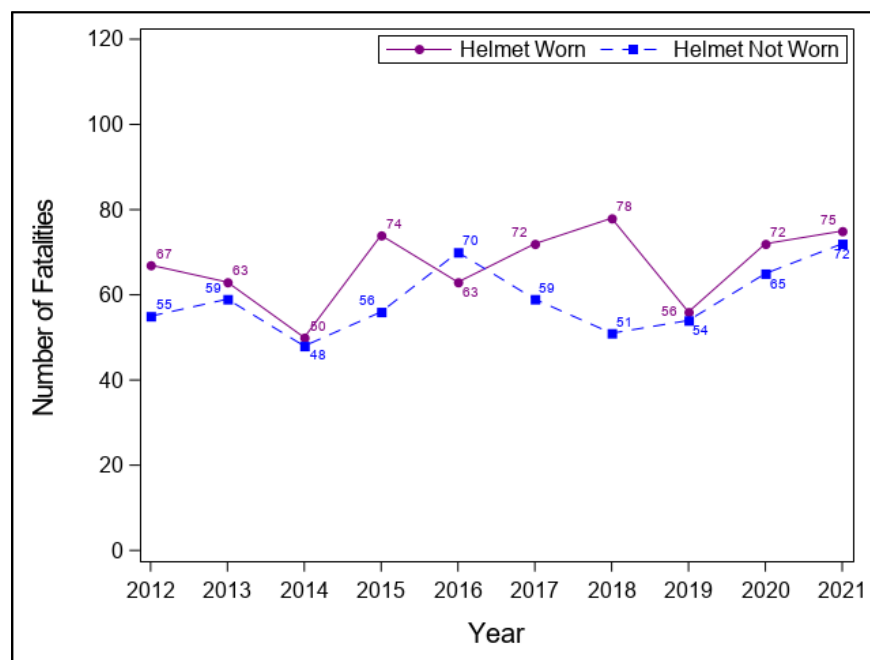


Figure 16 – Motorcyclist Fatalities in Crashes by Helmet Use

Data used to generate the chart are shown in Table 4. For the purposes of this table, unknown helmet use, no belts available, and unknown restraint use were combined.



Table 4. Motorcyclists Killed in Crashes by Helmet Use

Helmet Use Among Motorcyclist Fatalities				
Year	Helmet Worn	Helmet Not Worn	Helmet Use Unknown or Unavailable	Total
2012	67 (51.9%)	55 (42.6%)	7 (5.4%)	129 (100.0%)
2013	63 (49.2%)	59 (46.1%)	6 (4.7%)	128 (100.0%)
2014	50 (46.7%)	48 (44.9%)	9 (8.4%)	107 (100.0%)
2015	74 (53.6%)	56 (40.6%)	8 (5.8%)	138 (100.0%)
2016	63 (44.7%)	70 (49.6%)	8 (5.7%)	141 (100.0%)
2017	72 (52.6%)	59 (43.1%)	6 (4.4%)	137 (100.0%)
2018	78 (58.2%)	51 (38.1%)	5 (3.7%)	134 (100.0%)
2019	56 (45.9%)	54 (44.3%)	12 (9.8%)	122 (100.0%)
2020	72 (47.4%)	65 (42.8%)	15 (9.9%)	152 (100.0%)
2021	75 (45.2%)	72 (43.4%)	19 (11.4%)	166 (100.0%)
Total	670 (49.6%)	589 (43.6%)	95 (7.0%)	1,352 (100.0%)

### 3.10 Highway Class

Figure 17 shows fatal crashes over the 10-year period in Michigan by highway classification. In 2021, 245 fatal crashes took place on Michigan routes, 89 took place on Interstates, and 80 occurred on US routes. The number of fatal crashes on Michigan routes rose 10.4% from 222 in 2020, the number of fatal crashes on Interstates decreased 5.3% from 94 in 2020, and the number of fatal crashes on US routes were down 3.6% from 83 in 2020.

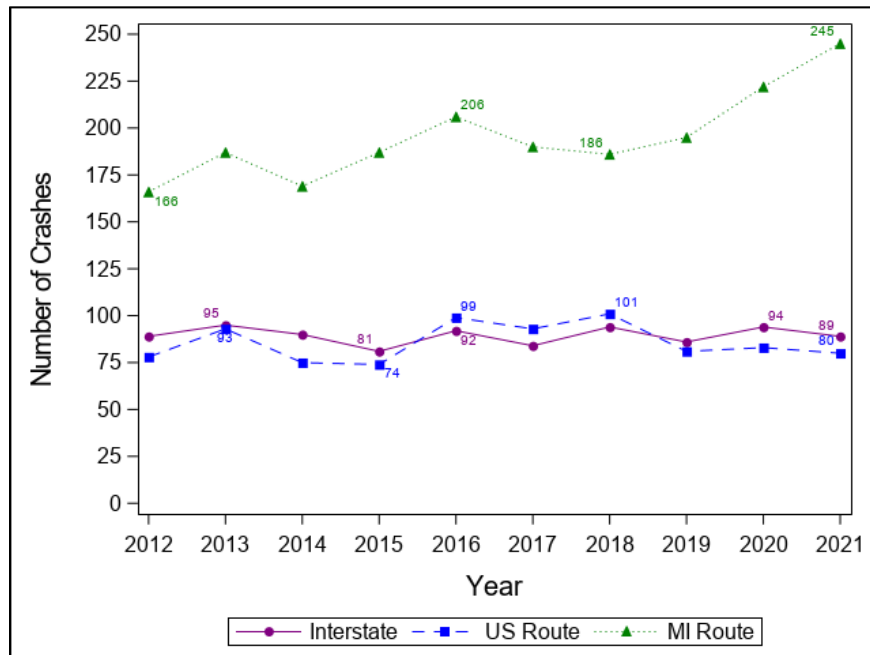


Figure 17 – Fatal Crashes by Highway Classification

Table 5 shows the fatality trends over the past 10 years for all classes of highways in Michigan. Interstate and U.S. route fatal crashes were steady over the 10-year period from 2012 to 2021, while MI route fatal crashes increased from 2018 through 2021 (31.7%). From 2020 to 2021, fatalities on Interstates decreased 12.0%, fatalities on Michigan routes were up 11.1%, and fatalities in the category of county road, city street, or unknown rose 4.9%. In 2021, the majority of fatalities occurred in the county road/city street/unknown category (59.0%), followed by Michigan routes (23.0%), Interstates (8.4%), and U.S. routes (7.7%).

Table 5. Fatalities in Crashes by Highway Classification

Fatalities by Highway Class											
Highway Class	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total Fatalities
Interstate Route	94	104	98	95	104	96	101	92	108	95	987
U.S. Route	86	99	84	76	109	111	116	88	91	87	947
Michigan Route	185	202	186	199	222	207	205	221	234	260	2,121
Interstate Business Loop or Spur	12	12	8	9	15	16	13	14	8	9	116
U.S. Business Route	5	7	6	4	3	2	2	4	4	6	43
Michigan Business Route	1	0	0	0	0	0	0	1	0	0	2
Connector	1	3	0	1	1	0	3	1	1	2	13
Not Located	3	1	2	1	0	0	0	0	0	0	7
County Road, City Street, or Unknown	549	523	492	578	610	596	533	564	636	667	5,748
Uncoded and Errors	0	0	0	0	0	0	1	0	1	5	7
<b>Total Fatalities</b>	<b>936</b>	<b>951</b>	<b>876</b>	<b>963</b>	<b>1,064</b>	<b>1,028</b>	<b>974</b>	<b>985</b>	<b>1,083</b>	<b>1,131</b>	<b>9,991</b>

### 3.12 Winter Road Conditions

Figure 18 depicts fatal crashes that occurred under winter weather road conditions—ice, snow, or slush. The counts are presented according to winter season—October 1 of one calendar year through April 30 of the following calendar year.

More fatal crashes occurred under icy or snowy road conditions than slushy conditions each year. Over the 10-year period, the peak number of fatal winter weather road condition crashes occurred in the winter of 2013-2014 with 97, and the lowest count was during the winter of 2019-2020 with 44. Of the 47 fatal crashes during the winter of 2020-2021, 21 occurred on icy roads, 23 on snowy roads, and three on slushy roads. Variability in weather produces high seasonal variability in this type of fatal crash. There does not appear to be any consistent direction of change over time.

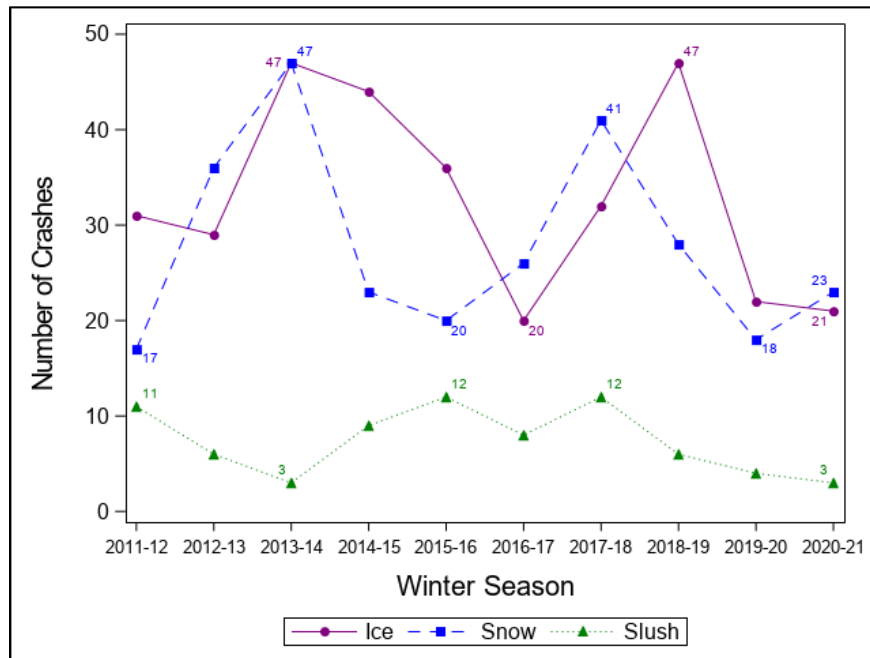


Figure 18 – Winter Season Fatal Crashes by Selected Roadway Conditions

### 3.13 Hit-and-Run

Michigan fatal hit-and-run crashes are shown in Figure 19. Over the last 10 years, the number of fatal hit-and-run crashes increased from a low of 44 in 2012 to a high of 95 in 2021, representing a 115.9% increase. There was a large increase from 54 fatal hit-and-run crashes in 2019 to 85 fatal hit-and-run crashes in 2020 (57.4%) which further heightened to 95 in 2021 (11.8%).

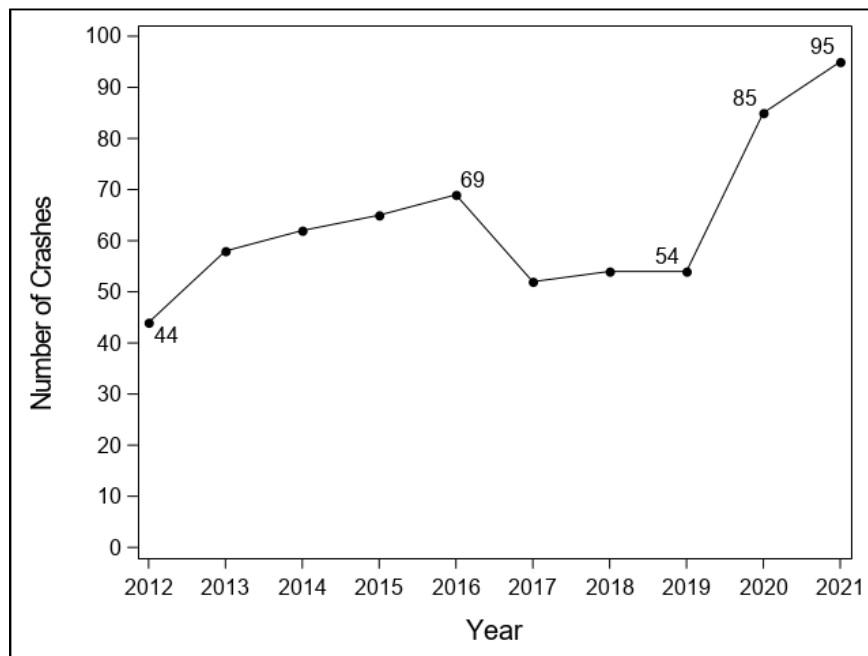


Figure 19 – Fatal Hit-and-Run Crashes

### 3.14 Deer

Figure 20 displays fatal motor vehicle crashes involving deer. While traffic crashes involving deer are relatively common in Michigan—52,218 such crashes occurred in 2021—they are rarely fatal. The number of deer crashes resulting in at least one fatality ranged from a low of six in 2014 to a high of 16 in 2017 over the 10-year period. The total for fatal deer crashes in 2021 was 10, which was a 100.0% increase from the 10-year low of five in 2020. Of all motor vehicles involved in fatal deer crashes over the past 10 years, more than half were motorcycles (72 out of 125, or 57.6%).

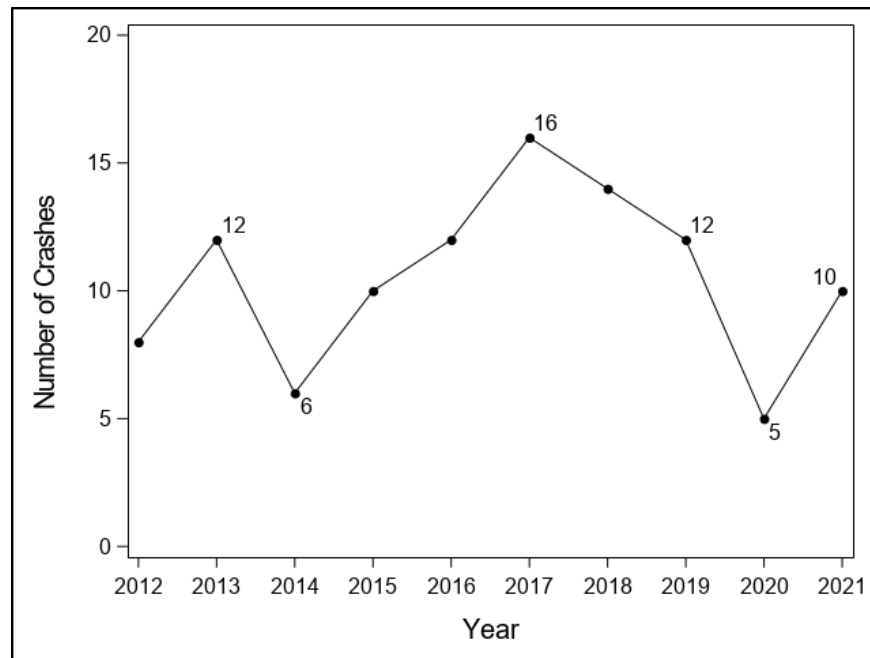


Figure 20 – Fatal Crashes Involving Deer

### 3.15 Heavy Trucks/Buses

Figure 21 shows fatal crashes with a heavy truck or bus involved. Over the past 10 years, the highest number of fatal crashes involving a heavy truck or bus occurred in 2016 with 104, and the low was in 2012 with 74. There were 93 fatal crashes involving a heavy truck or bus in 2021.

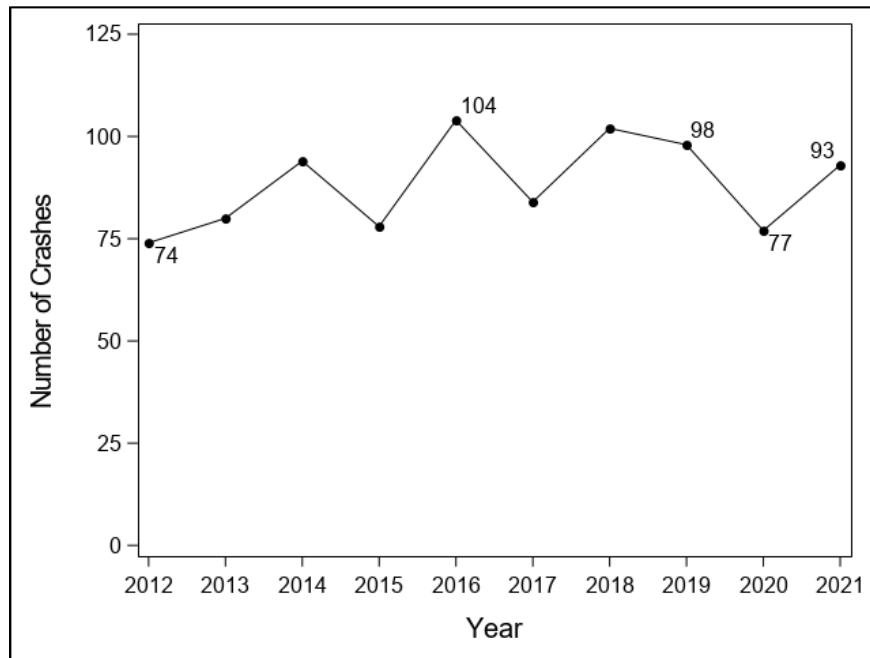


Figure 21 – Fatal Crashes Involving Heavy Trucks or Buses

### 3.16 Saturdays

Fatality counts for crashes occurring on Saturdays is shown in Figure 22. Over the past 10 years, more roadway fatalities have occurred on Saturdays than any other day of the week, with 17.8% of the total fatality count. For comparison, Friday and Sunday each account for 15.8% of all crashes during the 10-year period and Monday through Thursday contribute the remaining 50.6%. From 2012 to 2021, the peak number of Saturday fatalities occurred in 2016 with 195, and the low was in 2018 with 159. The 192 fatalities on Saturdays in 2021 reflected a rise of 1.6% from the 189 Saturday fatalities in 2020.

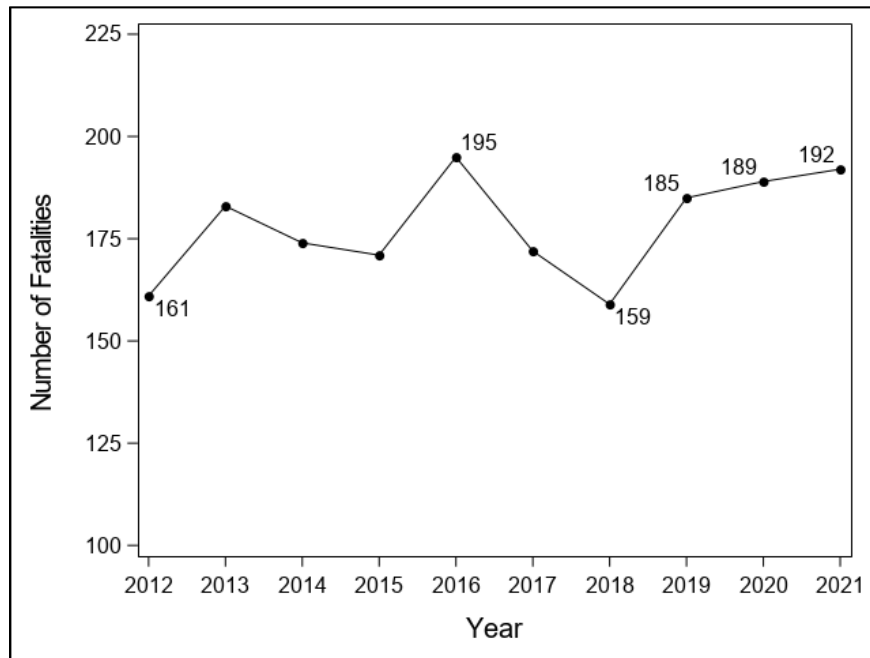


Figure 22 – Fatalities in Crashes on Saturdays

Figure 23 shows fatalities in alcohol-involved crashes on Saturdays. From 2012 through 2021, alcohol-involved fatalities accounted for 40.2% of the total fatalities that occurred on Saturdays over the past 10 years. The lowest number over the past 10 years was in 2018 with 59. This number increased 45.8% to 86 fatalities in 2019, which was the highest number over the last 10 years. There were 82 fatalities in alcohol-involved Saturdays in 2021. Out of all Saturday crash fatalities in 2021, 42.7% involved alcohol. For comparison, Sunday was the day of the week with the second-highest share of fatalities involving alcohol in 2021 with 36.6%. Weekdays accounted for an average of 25.2% alcohol-involved fatalities out of all fatalities. A total of 31.6% of all fatalities in 2021 involved alcohol.

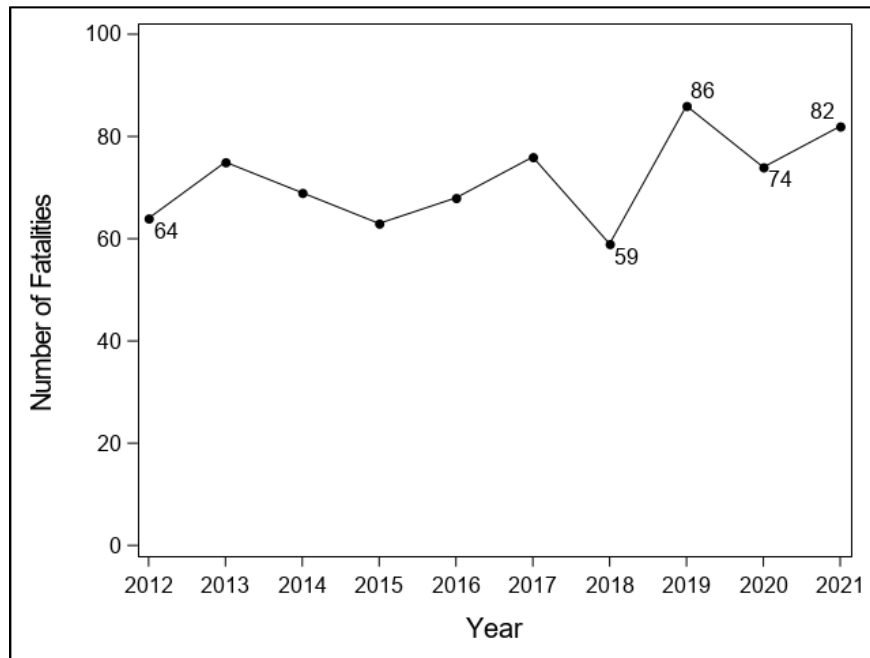


Figure 23 – Fatalities in Alcohol-Involved Crashes on Saturdays

#### 4.0 Supplemental Data Tables

Table 6 on the following page shows other summary statistics about fatal crashes. The first row of the table indicates the number of all fatal crashes each year from 2017 through 2021, the percent change in the counts from one year to the next, and the percent change from 2017 to 2021. Cells indicating an increase are shaded red, and cells representing a decrease are shaded green. The subsequent rows of the table are subsets of the entire fatal crash population, such as fatal crashes involving alcohol, fatal crashes resulting from a head-on collision, or fatal crashes taking place on wet roads. Table 7 has similar statistics, but at the person-level for fatalities instead of at the crash-level.



Table 6. Number of Fatal Crashes and Percent Change 2017-2021

Number of Fatal Crashes by Category	2017	2018	2019	2020	2021	2017- 2018 Percent Change	2018- 2019 Percent Change	2019- 2020 Percent Change	2020- 2021 Percent Change	2017- 2021 Percent Change
All Fatal Crashes	937	905	902	1,010	1,068	-3.4%	-0.3%	12.0%	5.7%	14.0%
Alcohol-Involved	320	287	266	303	336	-10.3%	-7.3%	13.9%	10.9%	5.0%
Drug-Involved	221	220	214	250	259	-0.5%	-2.7%	16.8%	3.6%	17.2%
Construction/ Maintenance Zone	21	15	14	11	18	-28.6%	-6.7%	-21.4%	63.6%	-14.3%
Head-on Crashes	100	99	114	105	122	-1.0%	15.2%	-7.9%	16.2%	22.0%
Bicyclist-Involved	21	23	21	37	29	9.5%	-8.7%	76.2%	-21.6%	38.1%
Farm Equipment-Involved	1	2	5	5	5	100.0%	150.0%	0.0%	0.0%	400.0%
Hit-and-Run	52	54	54	85	95	3.8%	0.0%	57.4%	11.8%	82.7%
Lane Departure - Multiple Vehicle	98	103	109	108	117	5.1%	5.8%	-0.9%	8.3%	19.4%
Lane Departure - Parked Vehicle	6	4	11	9	9	-33.3%	175.0%	-18.2%	0.0%	50.0%
Motorcycle-Involved	131	126	116	150	166	-3.8%	-7.9%	29.3%	10.7%	26.7%
Pedestrian-Involved	156	145	143	173	182	-7.1%	-1.4%	21.0%	5.2%	16.7%
Truck- or Bus-Involved	84	102	98	77	93	21.4%	-3.9%	-21.4%	20.8%	10.7%
Saturday/Sunday	286	308	295	327	360	7.7%	-4.2%	10.8%	10.1%	25.9%
US Route	93	101	81	83	80	8.6%	-19.8%	2.5%	-3.6%	-14.0%
Interstate Route	84	94	86	94	89	11.9%	-8.5%	9.3%	-5.3%	6.0%
County Road, City Street, or Unknown	554	505	521	597	634	-8.8%	3.2%	14.6%	6.2%	14.4%
Dark Unlighted	248	255	237	267	269	2.8%	-7.1%	12.7%	0.7%	8.5%
Two Traffic Lanes	576	555	543	605	611	-3.6%	-2.2%	11.4%	1.0%	6.1%
Dry Road	700	676	657	807	847	-3.4%	-2.8%	22.8%	5.0%	21.0%
Wet Road	148	129	146	120	138	-12.8%	13.2%	-17.8%	15.0%	-6.8%
Icy Road	25	32	44	20	20	28.0%	37.5%	-54.5%	0.0%	-20.0%
Snowy Road	28	33	26	19	23	17.9%	-21.2%	-26.9%	21.1%	-17.9%

Table 7. Number of Fatalities and Percent Change 2017-2021

Number of Fatalities by Category	2017	2018	2019	2020	2021	2017-2018 Percent Change	2018-2019 Percent Change	2019-2020 Percent Change	2020-2021 Percent Change	2017-2021 Percent Change
All Fatalities	1,028	974	985	1,083	1,131	-5.3%	1.1%	9.9%	4.4%	10.0%
Alcohol-Involved	359	315	295	326	357	-12.3%	-6.3%	10.5%	9.5%	-0.6%
Drug-Involved	246	247	237	267	275	0.4%	-4.0%	12.7%	3.0%	11.8%
Construction/ Maintenance Zone	23	16	15	14	18	-30.4%	-6.3%	-6.7%	28.6%	-21.7%
Head-on Crash	119	109	138	121	140	-8.4%	26.6%	-12.3%	15.7%	17.6%
Bicyclist Fatalities	21	21	21	38	29	0.0%	0.0%	81.0%	-23.7%	38.1%
Farm Equipment-Involved	1	2	6	5	5	100.0%	200.0%	-16.7%	0.0%	400.0%
Hit-and-Run	55	56	57	91	98	1.8%	1.8%	59.6%	7.7%	78.2%
Lane Departure - Multiple Vehicle	118	112	132	126	132	-5.1%	17.9%	-4.5%	4.8%	11.9%
Lane Departure - Parked Vehicle	6	5	11	9	9	-16.7%	120.0%	-18.2%	0.0%	50.0%
Motorcyclist Fatalities	137	134	122	152	166	-2.2%	-9.0%	24.6%	9.2%	21.2%
Pedestrian Fatalities	158	145	149	175	183	-8.2%	2.8%	17.4%	4.6%	15.8%
Truck- or Bus-Involved	95	112	106	78	103	17.9%	-5.4%	-26.4%	32.1%	8.4%
Saturday/Sunday	322	334	329	348	383	3.7%	-1.5%	5.8%	10.1%	18.9%
US Route	111	116	88	91	87	4.5%	-24.1%	3.4%	-4.4%	-21.6%
Interstate Route	96	101	92	108	95	5.2%	-8.9%	17.4%	-12.0%	-1.0%
County Road, City Street, or Unknown	596	533	564	636	667	-10.6%	5.8%	12.8%	4.9%	11.9%
Dark Unlighted	269	267	260	290	280	-0.7%	-2.6%	11.5%	-3.4%	4.1%
Two Traffic Lanes	634	597	596	653	645	-5.8%	-0.2%	9.6%	-1.2%	1.7%
Dry Road	767	735	723	865	892	-4.2%	-1.6%	19.6%	3.1%	16.3%
Wet Road	163	135	154	128	149	-17.2%	14.1%	-16.9%	16.4%	-8.6%
Icy Road	29	32	48	21	23	10.3%	50.0%	-56.3%	9.5%	-20.7%
Snowy Road	30	37	31	22	23	23.3%	-16.2%	-29.0%	4.5%	-23.3%