## STATEWIDE 2020-2021 SUMMARY TRENDS: 1 YEAR TRENDS

	2020	2021	PERCENT OF CHANGE			
	NUMBER OF CRASI	HES				
Fatal Crashes	1,010	1,068	5.7			
Personal Injury Crashes	44,417	51,666	16.3			
Property Damage Crashes	200,005	229,906	15.0			
TOTAL	245,432	282,640	15.2			
ALCOHOL-INVOLVED CRASHES						
Fatal Crashes	303	336	10.9			
Personal Injury Crashes	3,731	3,832	2.7			
Property Damage Crashes	5,044	5,389	6.8			
TOTAL	9,078	9,557	5.3			
FATAL CRASHES						
Had Been Drinking	303 (30.0%)	336 (31.5%)	10.9			
Had Not Been Drinking / Not Known If Drinking	707 (70.0%)	732 (68.5%)	3.5			
	PEOPLE IN CRASH	IES				
Killed	1,083	1,131	4.4			
Injured	60,986	71,246	16.8			
Not Injured	372,855	440,858	18.2			
Unknown Injury	45,476	51,295	12.8			
TOTAL	480,400	564,530	17.5			
	PEOPLE IN ALCOHOL-INVOLV	/ED CRASHES				
Killed	326	357	9.5			
Injured	5,138	5,297	3.1			
Not Injured	9,907	10,751	8.5			
Unknown Injury	1,352	1,246	-7.8			
TOTAL	16,723	17,651	5.5			
	PEOPLE INJURED BY G	ENDER				
Male	30,500	34,809	14.1			
Female	30,466	36,417	19.5			
Unknown Gender	20	20	0.0			
TOTAL	60,986	71,246	16.8			
PEOPLE INJURED BY SEVERITY						
A Injury	5,433	5,979	10.0			
B Injury	17,179	20,593	19.9			
C Injury	38,374	44,674	16.4			
TOTAL	60,986	71,246	16.8			

Michigan experienced a 15.2 percent increase in crashes, a 4.4 percent increase in traffic fatalities, and a 16.8 percent increase in injuries. People sustaining A level injuries (the most serious) increased 10.0 percent.





# **STATEWIDE 2020-2021 SUMMARY TRENDS: 1 YEAR TRENDS (CONTINUED)**

	2020	2021	PERCENT OF CHANGE				
PEOPLE KILLED BY GENDER							
Male	769	813	5.7				
Female	314	318	1.3				
TOTAL	1,083	1,131	4.4				
	PEOPLE KILLED						
Motor Vehicle Driver	692	758	9.5				
Passenger	178	161	-9.6				
Bicyclist	38	29	-23.7				
Pedestrian	175	183	4.6				
Train Engineer	0	0	0.0				
TOTAL	1,083	1,131	4.4				
BELT RESTRAINT USE BY DRIVER							
Reported Restrained – Killed	227	261	15.0				
Reported Not Restrained – Killed	182	205	12.6				
Reported Restrained – Injured	36,727	44,044	19.9				
Reported Not Restrained – Injured	1,478	1,711	15.8				
	BELT AND CHILD RESTRAINT USE BY	INJURED PASSENGER					
Reported Restrained – Killed	71	68	-4.2				
Reported Not Restrained – Killed	49	51	4.1				
Reported Restrained – Injured	11,198	13,071	16.7				
Reported Not Restrained – Injured	1,245	1,215	-2.4				
DRIVER AGE 16-20 INVOLVED							
Fatal Crashes	122	157	28.7				
Personal Injury Crashes	8,339	9,931	19.1				
Property Damage Crashes	30,491	37,184	22.0				
TOTAL ALL CRASHES	38,952	47,272	21.4				
People Killed	132	168	27.3				
People Injured	12,348	14,702	19.1				
DRIVER AGE 65 & OVER INVOLVED							
Fatal Crashes	205	215	4.9				
Personal Injury Crashes	7,888	9,989	26.6				
Property Damage Crashes	30,082	37,078	23.3				
TOTAL ALL CRASHES	38,175	47,282	23.9				
People Killed	219	230	5.0				
People Injured	11,288	14,292	26.6				

Deaths among vehicle occupants (drivers and passengers only) increased 5.6 percent.





#### STATEWIDE 2020-2021 SUMMARY TRENDS: 1 YEAR TRENDS (CONTINUED)

	2020	2021	PERCENT OF CHANGE		
CRASH FACTS					
Licensed Drivers	7,118,197	7,256,488	1.9		
Registered Vehicles	9,041,334	9,580,351	6.0		
Population	9,966,555	10,050,811	0.8		
Drivers Involved in Crashes	404,286	476,129	17.8		
Occupants* Involved in Crashes	477,346	561,323	17.6		
Estimated Vehicle Miles Traveled (thousands)	86,311,046	96,744,489	12.1		
Death Rate Per 100 Million Vehicle Miles	1.3	1.2	-6.8		
Fatal Crash Rate Per 100 Million Vehicle Miles	1.2	1.1	-5.7		

<sup>\*</sup>Occupants include all drivers and passengers in or on a motor vehicle.

#### STATEWIDE 2021 COST OF CRASHES IN MICHIGAN

The cost estimate for Michigan crashes in 2021 was \$34,003,093,000. This estimate is based on the National Safety Council's cost estimating procedures. Average comprehensive costs are based on the following national figures:

#### **COMPREHENSIVE COSTS, 2021**

Death	\$12,474,000
Suspected Serious Injury	\$1,016,000
Suspected Minor Injury	\$221,000
Possible Injury	\$120,000
No Injury	\$17,000

These cost estimates are not intended for comparisons to previous years. The National Safety Council made revisions to the cost model starting in 2014 that take advantage of data sources not previously available. Deaths and injuries are calculated by number of people. "No injury" is calculated per crash.





### STATEWIDE WHERE TRAFFIC FATALITIES OCCURRED





