

## UPPER PENINSULA 2018-2019 SUMMARY TRENDS: 1 YEAR TRENDS

	2018	2019	PERCENT OF CHANGE
<b>NUMBER OF CRASHES</b>			
Fatal Crashes	33	37	12.1
Personal Injury Crashes	1,153	1,130	-2.0
Property Damage Crashes	7,762	7,973	2.7
<b>TOTAL</b>	<b>8,948</b>	<b>9,140</b>	<b>2.1</b>
<b>ALCOHOL-INVOLVED CRASHES</b>			
Fatal Crashes	8	15	87.5
Personal Injury Crashes	127	133	4.7
Property Damage Crashes	174	165	-5.2
<b>TOTAL</b>	<b>309</b>	<b>313</b>	<b>1.3</b>
<b>FATAL CRASHES</b>			
Had Been Drinking	8 (24.2%)	15 (40.5%)	87.5
Had Not Been Drinking / Not Known If Drinking	25 (75.8%)	22 (59.5%)	-12.0
<b>PERSONS IN CRASHES</b>			
Killed	35	40	14.3
Injured	1,538	1,548	0.7
Not Injured	12,093	13,033	7.8
Unknown Injury	750	778	3.7
<b>TOTAL</b>	<b>14,416</b>	<b>15,399</b>	<b>6.8</b>
<b>PERSONS IN ALCOHOL-INVOLVED CRASHES</b>			
Killed	8	15	87.5
Injured	157	180	14.6
Not Injured	292	291	-0.3
Unknown Injury	34	24	-29.4
<b>TOTAL</b>	<b>491</b>	<b>510</b>	<b>3.9</b>
<b>PERSONS INJURED BY GENDER</b>			
Male	753	784	4.1
Female	784	764	-2.6
Unknown Gender	1	0	-100.0
<b>TOTAL</b>	<b>1,538</b>	<b>1,548</b>	<b>0.7</b>
<b>PERSONS INJURED BY SEVERITY</b>			
A Injury	218	244	11.9
B Injury	440	414	-5.9
C Injury	880	890	1.1
<b>TOTAL</b>	<b>1,538</b>	<b>1,548</b>	<b>0.7</b>

The Upper Peninsula experienced a 2.1 percent increase in crashes, a 14.3 percent increase in traffic fatalities, and a 0.7 percent increase in injuries. Persons sustaining A level injuries (the most serious) increased 11.9 percent.

## UPPER PENINSULA 2018-2019 SUMMARY TRENDS: 1 YEAR TRENDS (CONTINUED)

	2018	2019	PERCENT OF CHANGE
<b>PERSONS KILLED BY GENDER</b>			
Male	25	33	32.0
Female	10	7	-30.0
<b>TOTAL</b>	<b>35</b>	<b>40</b>	<b>14.3</b>
<b>PERSONS KILLED</b>			
Motor Vehicle Driver	28	31	10.7
Passenger	6	6	0.0
Bicyclist	0	0	0.0
Pedestrian	1	3	200.0
Train Engineer	0	0	0.0
<b>TOTAL</b>	<b>35</b>	<b>40</b>	<b>14.3</b>
<b>BELT RESTRAINT USE BY DRIVER</b>			
Reported Restrained – Killed	13	11	-15.4
Reported Not Restrained – Killed	8	6	-25.0
Reported Restrained – Injured	916	862	-5.9
Reported Not Restrained – Injured	45	33	-26.7
<b>BELT AND CHILD RESTRAINT USE BY INJURED PASSENGER</b>			
Reported Restrained – Killed	2	3	50.0
Reported Not Restrained – Killed	1	3	200.0
Reported Restrained – Injured	269	323	20.1
Reported Not Restrained – Injured	48	37	-22.9
<b>DRIVER AGE 16-20 INVOLVED</b>			
Fatal Crashes	5	5	0.0
Personal Injury Crashes	215	219	1.9
Property Damage Crashes	1,011	1,095	8.3
<b>TOTAL ALL CRASHES</b>	<b>1,231</b>	<b>1,319</b>	<b>7.1</b>
Persons Killed	5	7	40.0
Persons Injured	306	314	2.6
<b>DRIVER AGE 65 &amp; OVER INVOLVED</b>			
Fatal Crashes	11	9	-18.2
Personal Injury Crashes	268	285	6.3
Property Damage Crashes	1,614	1,642	1.7
<b>TOTAL ALL CRASHES</b>	<b>1,893</b>	<b>1,936</b>	<b>2.3</b>
Persons Killed	13	9	-30.8
Persons Injured	378	394	4.2

Deaths among vehicle occupants (drivers and passengers only) increased 8.8 percent.

## UPPER PENINSULA 2018-2019 SUMMARY TRENDS: 1 YEAR TRENDS (CONTINUED)

	2018	2019	PERCENT OF CHANGE
<b>CRASH FACTS</b>			
Licensed Drivers	220,395	220,289	0.0
Registered Vehicles	256,932	278,643	8.5
Population	301,151	298,851	-0.8
Drivers Involved in Crashes	12,351	13,024	5.4
Occupants* Involved in Crashes	14,351	15,324	6.8
Estimated Vehicle Miles Traveled (thousands)	3,371,820	3,406,208	1.0
Death Rate Per 100 Million Vehicle Miles	1.0	1.2	13.1
Fatal Crash Rate Per 100 Million Vehicle Miles	1.0	1.1	11.0

\*Occupants include all drivers and passengers in or on a motor vehicle.

## UPPER PENINSULA 2019 COST OF CRASHES IN MICHIGAN

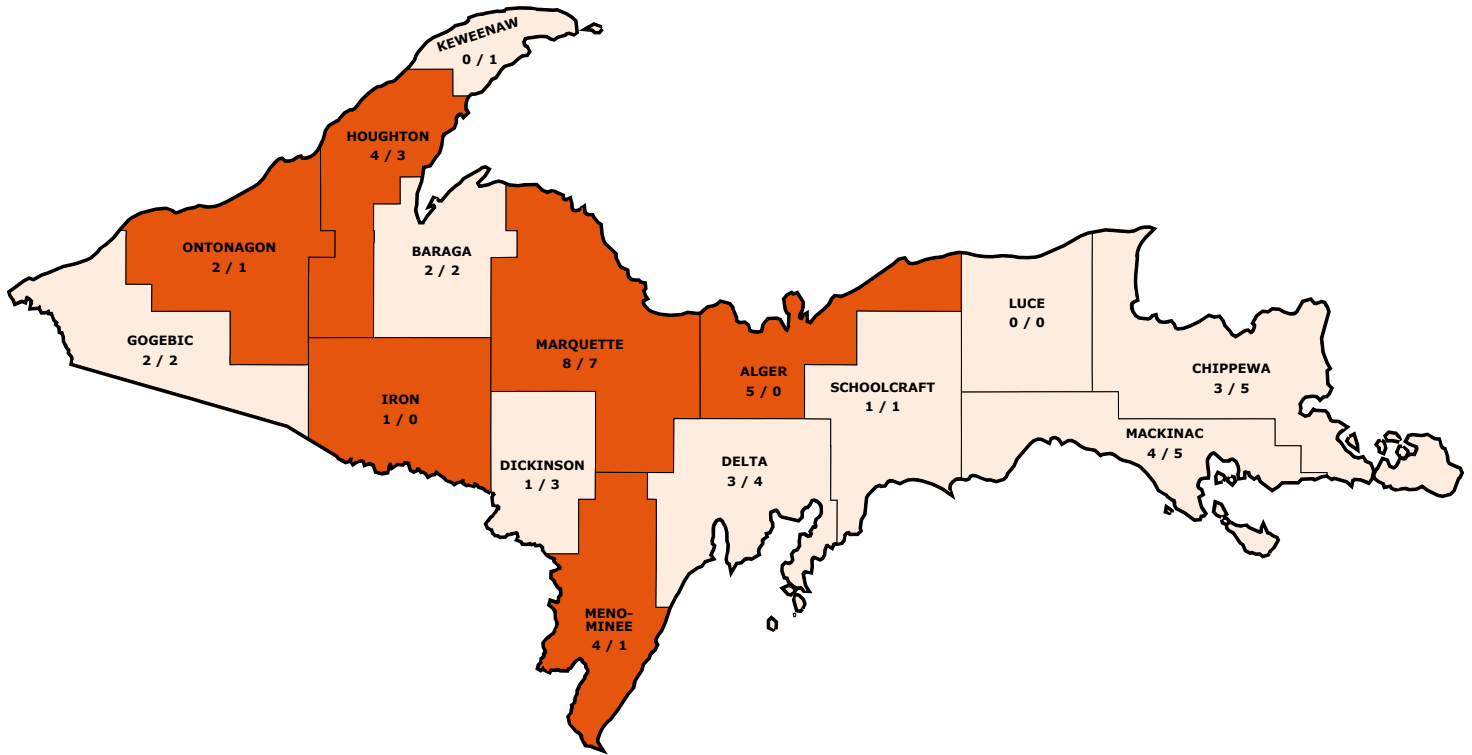
The cost estimate for Upper Peninsula crashes in 2019 was **\$1,427,033,000**. This estimate is based on the National Safety Council's cost estimating procedures. Average comprehensive costs are based on the following national figures:

### COMPREHENSIVE COSTS, 2019

Death	\$11,148,000
Suspected Serious Injury	\$1,219,000
Suspected Minor Injury	\$336,000
Possible Injury	\$155,000
No Injury	\$51,000

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 persons. "No injury" is calculated per crash.

# UPPER PENINSULA WHERE TRAFFIC FATALITIES OCCURRED



**Where Traffic Fatalities Occurred -  
A One-Year Comparison  
2019 = 40 / 2018 = 35**

Same or decrease  
 Increase