

## UPPER PENINSULA 2019-2020 SUMMARY TRENDS: 1 YEAR TRENDS

	2019	2020	PERCENT OF CHANGE
NUMBER OF CRASHES			
Fatal Crashes	37	32	-13.5
Personal Injury Crashes	1,130	1,050	-7.1
Property Damage Crashes	7,973	6,296	-21.0
TOTAL	9,140	7,378	-19.3
ALCOHOL-INVOLVED CRASHES			
Fatal Crashes	15	12	-20.0
Personal Injury Crashes	133	151	13.5
Property Damage Crashes	165	181	9.7
TOTAL	313	344	9.9
FATAL CRASHES			
Had Been Drinking	15 (40.5%)	12 (37.5%)	-20.0
Had Not Been Drinking / Not Known If Drinking	22 (59.5%)	20 (62.5%)	-9.1
PERSONS IN CRASHES			
Killed	40	35	-12.5
Injured	1,548	1,397	-9.8
Not Injured	13,033	9,855	-24.4
Unknown Injury	778	522	-32.9
TOTAL	15,399	11,809	-23.3
PERSONS IN ALCOHOL-INVOLVED CRASHES			
Killed	15	13	-13.3
Injured	180	184	2.2
Not Injured	291	297	2.1
Unknown Injury	24	44	83.3
TOTAL	510	538	5.5
PERSONS INJURED BY GENDER			
Male	784	737	-6.0
Female	764	660	-13.6
Unknown Gender	0	0	0.0
TOTAL	1,548	1,397	-9.8
PERSONS INJURED BY SEVERITY			
A Injury	244	249	2.0
B Injury	414	402	-2.9
C Injury	890	746	-16.2
TOTAL	1,548	1,397	-9.8

The Upper Peninsula experienced a 19.3 percent decrease in crashes, a 12.5 percent decrease in traffic fatalities, and a 9.8 percent decrease in injuries. Persons sustaining A level injuries (the most serious) increased 2.0 percent.

## UPPER PENINSULA 2019-2020 SUMMARY TRENDS: 1 YEAR TRENDS (CONTINUED)

	2019	2020	PERCENT OF CHANGE
PERSONS KILLED BY GENDER			
Male	33	26	-21.2
Female	7	9	28.6
TOTAL	40	35	-12.5
PERSONS KILLED			
Motor Vehicle Driver	31	25	-19.4
Passenger	6	7	16.7
Bicyclist	0	2	---
Pedestrian	3	1	-66.7
Train Engineer	0	0	0.0
TOTAL	40	35	-12.5
BELT RESTRAINT USE BY DRIVER			
Reported Restrained – Killed	11	8	-27.3
Reported Not Restrained – Killed	6	10	66.7
Reported Restrained – Injured	862	760	-11.8
Reported Not Restrained – Injured	33	49	48.5
BELT AND CHILD RESTRAINT USE BY INJURED PASSENGER			
Reported Restrained – Killed	3	2	-33.3
Reported Not Restrained – Killed	3	2	-33.3
Reported Restrained – Injured	323	262	-18.9
Reported Not Restrained – Injured	37	36	-2.7
DRIVER AGE 16-20 INVOLVED			
Fatal Crashes	5	1	-80.0
Personal Injury Crashes	219	178	-18.7
Property Damage Crashes	1,095	862	-21.3
TOTAL ALL CRASHES	1,319	1,041	-21.1
Persons Killed	7	1	-85.7
Persons Injured	314	246	-21.7
DRIVER AGE 65 & OVER INVOLVED			
Fatal Crashes	9	11	22.2
Personal Injury Crashes	285	232	-18.6
Property Damage Crashes	1,642	1,140	-30.6
TOTAL ALL CRASHES	1,936	1,383	-28.6
Persons Killed	9	12	33.3
Persons Injured	394	339	-14.0

Deaths among vehicle occupants (drivers and passengers only) decreased 13.5 percent.

## UPPER PENINSULA 2019-2020 SUMMARY TRENDS: 1 YEAR TRENDS (CONTINUED)

	2019	2020	PERCENT OF CHANGE
CRASH FACTS			
Licensed Drivers	220,289	217,175	-1.4
Registered Vehicles	278,643	266,717	-4.3
Population	298,851	296,181	-0.9
Drivers Involved in Crashes	13,024	10,010	-23.1
Occupants* Involved in Crashes	15,324	11,760	-23.3
Estimated Vehicle Miles Traveled (thousands)	3,406,208	3,027,865	-11.1
Death Rate Per 100 Million Vehicle Miles	1.2	1.2	-1.6
Fatal Crash Rate Per 100 Million Vehicle Miles	1.1	1.1	-2.7

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

## UPPER PENINSULA 2020 COST OF CRASHES IN MICHIGAN



The cost estimate for Upper Peninsula crashes in 2020 was **\$1,302,312,200**. 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, 2020

Death	\$11,449,000
Suspected Serious Injury	\$1,252,000
Suspected Minor Injury	\$345,000
Possible Injury	\$160,000
No Injury	\$52,700

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.

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 Same or decrease  
 Increase