UPPER PENINSULA 2020-2021 SUMMARY TRENDS: 1 YEAR TRENDS

	2020	2021	PERCENT OF CHANGE				
			I LIIOLINI OI OIIANOL				
	NUMBER OF CRAS	HES					
Fatal Crashes	32	41	28.1				
Personal Injury Crashes	1,050	1,065	1.4				
Property Damage Crashes	6,296	6,884	9.3				
TOTAL	7,378	7,990	8.3				
ALCOHOL-INVOLVED CRASHES							
Fatal Crashes	12	12	0.0				
Personal Injury Crashes	151	124	-17.9				
Property Damage Crashes	181	189	4.4				
TOTAL	344	325	-5.5				
FATAL CRASHES							
Had Been Drinking	12 (37.5%)	12 (29.3%)	0.0				
Had Not Been Drinking / Not Known If Drinking	20 (62.5%)	29 (70.7%)	45.0				
PEOPLE IN CRASHES							
Killed	35	44	25.7				
Injured	1,397	1,442	3.2				
Not Injured	9,855	10,893	10.5				
Unknown Injury	522	646	23.8				
TOTAL	11,809	13,025	10.3				
	PEOPLE IN ALCOHOL-INVOLV	/ED CRASHES					
Killed	13	13	0.0				
Injured	184	170	-7.6				
Not Injured	297	313	5.4				
Unknown Injury	44	32	-27.3				
TOTAL	538	528	-1.9				
	PEOPLE INJURED BY 0	ENDER					
Male	737	749	1.6				
Female	660	693	5.0				
Unknown Gender	0	0	0.0				
TOTAL	1,397	1,442	3.2				
	PEOPLE INJURED BY SI	EVERITY					
A Injury	249	239	-4.0				
B Injury	402	428	6.5				
C Injury	746	775	3.9				
TOTAL	1,397	1,442	3.2				
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The Upper Peninsula experienced a 8.3 percent increase in crashes, a 25.7 percent increase in traffic fatalities, and a 3.2 percent increase in injuries. People sustaining A level injuries (the most serious) decreased 4.0 percent.





UPPER PENINSULA 2020-2021 SUMMARY TRENDS: 1 YEAR TRENDS (CONTINUED)

	2020	2021	PERCENT OF CHANGE				
PEOPLE KILLED BY GENDER							
Male	26	28	7.7				
Female	9	16	77.8				
TOTAL	35	44	25.7				
PEOPLE KILLED							
Motor Vehicle Driver	25	35	40.0				
Passenger	7	6	-14.3				
Bicyclist	2	0	-100.0				
Pedestrian	1	3	200.0				
Train Engineer	0	0	0.0				
TOTAL	35	44	25.7				
BELT RESTRAINT USE BY DRIVER							
Reported Restrained – Killed	8	12	50.0				
Reported Not Restrained – Killed	10	12	20.0				
Reported Restrained – Injured	760	767	0.9				
Reported Not Restrained – Injured	49	50	2.0				
BELT AND CHILD RESTRAINT USE BY INJURED PASSENGER							
Reported Restrained – Killed	2	4	100.0				
Reported Not Restrained – Killed	2	1	-50.0				
Reported Restrained – Injured	262	267	1.9				
Reported Not Restrained – Injured	36	41	13.9				
DRIVER AGE 16-20 INVOLVED							
Fatal Crashes	1	6	500.0				
Personal Injury Crashes	178	209	17.4				
Property Damage Crashes	862	982	13.9				
TOTAL ALL CRASHES	1,041	1,197	15.0				
People Killed	1	6	500.0				
People Injured	246	294	19.5				
	DRIVER AGE 65 & OVER	INVOLVED					
Fatal Crashes	11	11	0.0				
Personal Injury Crashes	232	255	9.9				
Property Damage Crashes	1,140	1,393	22.2				
TOTAL ALL CRASHES	1,383	1,659	20.0				
People Killed	12	11	-8.3				
People Injured	339	368	8.6				

Deaths among vehicle occupants (drivers and passengers only) increased 28.1 percent.





UPPER PENINSULA 2020-2021 SUMMARY TRENDS: 1 YEAR TRENDS (CONTINUED)

	2020	2021	PERCENT OF CHANGE			
CRASH FACTS						
Licensed Drivers	217,175	219,723	1.2			
Registered Vehicles	266,717	291,571	9.3			
Population	296,181	301,396	1.8			
Drivers Involved in Crashes	10,010	11,025	10.1			
Occupants* Involved in Crashes	11,760	12,964	10.2			
Estimated Vehicle Miles Traveled (thousands)	3,027,865	3,478,015	14.9			
Death Rate Per 100 Million Vehicle Miles	1.2	1.3	9.4			
Fatal Crash Rate Per 100 Million Vehicle Miles	1.1	1.2	11.5			

^{*}Occupants include all drivers and passengers in or on a motor vehicle.

UPPER PENINSULA 2021 COST OF CRASHES IN MICHIGAN

The cost estimate for Upper Peninsula crashes in 2021 was \$1,096,296,000. 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

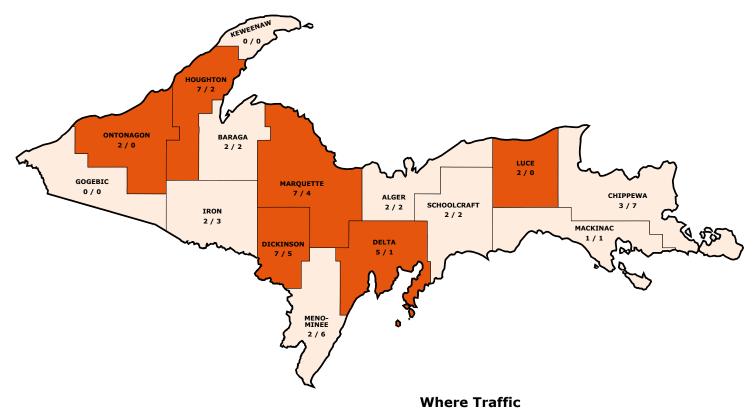
Death	\$12,474,000
Suspected Serious Injury	\$1,016,000
Suspected Minor Injury	\$221,000
Possible Injury	\$120,000
No Injury	\$17,000

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.





UPPER PENINSULA WHERE TRAFFIC FATALITIES OCCURRED



Fatalities Occurred A One-Year Comparison
2021 = 44 / 2020 = 35

