

MTCF

Michigan Traffic
Crash Facts

FACT SHEETS

2024

2024

The driver, the roadway, and the motor vehicle contribute in some measure to every crash. A preponderance of evidence, however, points to driver error as a chief cause in the majority of crashes.

There were 288,880 crashes, of which 1,012 (0.4%) were fatal, 51,202 (17.7%) were personal injury, and 236,666 (81.9%) were property damage only.

Compared to 2023, 2024 had a 0.3 percent increase in total crashes, a 0.9 percent decrease in fatal crashes, a 0.2 percent increase in personal injury crashes, and a 0.4 percent increase in property damage only crashes.

A total of 1,099 people were killed as a result of the 1,012 fatal crashes for an average of 1.1 deaths per fatal crash.

For each person killed, 65 people were injured in crashes.

There were 5,781 people who received suspected serious injuries, which prevent normal activities and require hospitalization.

A total of 485,133 motor vehicles were involved in 288,880 reported crashes.

Of the 1,099 traffic crash deaths, 739 (67.2%) were drivers of vehicles, 175 (15.9%) were passengers in motor vehicles, 156 (14.2%) were pedestrians, and 29 (2.6%) were bicyclists.

Of the 704 drivers and passengers killed where seat belt data was collected, 222 (31.5%) were not wearing seat belts and 350 (49.7%) were wearing seat belts. It is unknown whether 132 (18.8%) of the fatalities were belted.

More male drivers were involved in crashes than female drivers. Of the 254,998 male drivers involved in crashes, 1,143 (0.4%) were involved in fatal crashes. Of the 189,386 female drivers involved in crashes, 429 (0.2%) were involved in fatal crashes. There were 237 non-binary drivers involved in crashes, of which zero (0.0%) were involved in fatal crashes.

There were 537 deaths that resulted from 508 single-vehicle fatal crashes.

Of the 997 motor vehicle drivers involved in fatal crashes where a hazardous action occurred, excessive speed was reported by police as the hazardous action for 172 (17.3%) of the drivers.

Of the 1,012 fatal crashes, 316 (31.2%) occurred at intersections.

Most fatal crashes occurred on dry roadways (80.6%) and in clear weather conditions (71.2%).

The majority of all crashes occurred during daylight (61.5%).

There were 65 (6.4%) fatal crashes during the 3:00-3:59 PM time period, more than any other time period.

The most fatal crashes, 184 (18.2%), occurred on Sunday.

There were 646 crashes, including 21 fatal crashes, associated with a police pursuit situation.

Emergency vehicles were involved in 2,503 crashes and four of the crashes were fatal. There were 1,981 police vehicles, 232 fire vehicles, and 360 ambulances involved in crashes.

A traffic crash was reported every 1 minutes and 49 seconds.

One person was killed every 8 hours and 0 minutes as a result of a traffic crash. One person was injured every 7 minutes and 23 seconds in a traffic crash.

The annual vehicle miles traveled was 99,385,996 (thousands) in 2024 and the fatality rate was 1.1 deaths per 100 million VMT.

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Crash Facts

CHILDREN

AGES 0-14

2024

According to 2023 data provided by the Michigan Department of Health and Human Services, the number one cause of fatal injuries in Michigan for children age 0-14 is suffocation, followed by motor vehicle crashes as the number two cause.

There were a total of 28,656 people age 0-14 involved in crashes in Michigan in 2024.

A total of 31 children (0-14 years old) were killed in motor vehicle crashes, including nine pedestrians and three bicyclists. The 0-14 age group accounted for 2.8 percent of all traffic deaths.

Of the 31 fatalities, 19 occurred in motor vehicles: 16 in passenger cars, SUVs, or vans; one in a pickup truck; one on a motorcycle; and one on an ORV/ATV.

In addition to the 31 fatalities among children age 0-14, 4,293 children were injured in motor vehicle crashes.

Of the 28,656 people age 0-14 involved in crashes in 2024, 248 (0.9%) were motor vehicle drivers.

Restraint usage among drivers and injured passengers age 0-14, as reported by police at the scene of a traffic crash, was 90.3%. The age group with the lowest restraint usage was children age 11 to 14 (87.7%).

Children accounted for 5.8 percent (9) of the pedestrians killed in Michigan, and 11.9 percent (215) of all pedestrian injuries.

Children under 15 years of age accounted for three (10.3%) of the 29 bicyclist deaths and 171 (12.5%) of all injured bicyclists.

The 2022 Direct Observation Survey of Child Restraint/Booster Seat Use in Michigan reported child restraint use rates of 98.1% for children age 0-3 and 60.5% for children age 4-7.

CRASH INJURY SEVERITY IN CHILDREN AGES 0-14

	KILLED: 31 (0.7%)
	SUSPECTED SERIOUS INJURY: 236 (5.5%)
	SUSPECTED MINOR INJURY: 941 (21.8%)
	POSSIBLE INJURY: 3,116 (72.1%)



2024

Inexperience, risk-taking behavior, immaturity, and greater risk exposure are all factors that increase crash risk for young drivers. According to the Centers for Disease Control and Prevention, crashes are the leading cause of death among people age 15-20.

INJURY SEVERITY IN MOTOR VEHICLE CRASHES WITH A DRIVER AGE 15-20



There were 476,301 licensed drivers ages 15-20* who represented 6.3 percent of Michigan's driving population. The drivers in this age group represented 10.0 percent (48,522) of drivers in all crashes and 7.3 percent (120) of drivers in fatal crashes.

The 15-20 age group accounted for 7.8 percent (86) of all traffic deaths, and 61.6 percent (53) of those deaths were drivers.

In addition, 8,600 people age 15-20 were injured in motor vehicle crashes, representing 12.1 percent of all people injured in crashes.

Generally, younger drivers had a higher incidence of speeding, failing to yield, and inability to stop in assured clear distance as a hazardous action in the crash. They had higher rates of collision with a ditch, hitting a tree, hitting a concrete barrier, and overturn as the most harmful event. They were less likely to be alone in their car at the time of the crash.

The most common hazardous action coded for drivers age 15-20 was unable to stop in assured clear distance, with 19.4% (9,428) of the total. Speed too fast was the most common for fatal crashes, with 17.5% (21) of the total.

Weekends accounted for 22.3 percent of crash involvements for drivers age 15-20, compared with only 20.6 percent of crash involvements for drivers 21 and older.

Pedestrians age 15-20 accounted for 1.9 percent (3) of the 156 pedestrians killed in Michigan, and 13.0 percent (236) of the 1,809 pedestrian injuries. Two (6.9%) of the 29 bicyclist deaths and 227 (16.6%) of the 1,369 bicyclist injuries were in the 15-20 age group.

**Licensed drivers between the ages of 14 years and 9 months old and 15 years old are included in this total.*

2024

In Michigan, 19.6 percent of residents are age 65 or older according to 2024 estimates from the U.S. Census Bureau. Safety problems for the older driver are directly tied to the aging process, including changes in vision, hearing, medication, cognition, and physical condition, which all contribute to driving errors.

INJURY SEVERITY IN MOTOR VEHICLE CRASHES WITH A DRIVER AGE 65 AND OLDER



KILLED: 305 (1.8%) **SUSPECTED SERIOUS INJURIES: 1,229 (7.3%)** **SUSPECTED MINOR INJURIES: 4,844 (28.8%)** **POSSIBLE INJURIES: 10,440 (62.1%)**

There were 1,958,161 licensed drivers age 65 and older who represented 26.0 percent of Michigan's driving population. The drivers in this age group represented 12.2 percent (59,183) of drivers in all crashes and 18.7 percent (307) of drivers in fatal crashes.

A total of 270 people age 65 and older were killed in traffic crashes, and 184 (68.1%) of them were drivers.

In addition, 9,661 people age 65 and older were injured in traffic crashes, representing 13.5 percent of all people injured in crashes.

Drivers and injured passengers in crashes, age 65 to 110, had a seat belt usage rate of 99.2%, as reported by police at the scene of a crash.

Older drivers were more involved in angle, left turn head-on, and swideswipe crashes than younger drivers. Older drivers also had a higher incidence of failure to yield, disregard of traffic control, improper lane use, improper turn, and improper backing as a hazardous action in all crashes.

Of the 156 pedestrians killed in Michigan, 20.5 percent (32) were age 65 and older; 11.0 percent (199) of the 1,809 pedestrians injured were age 65 and older.

Eight (27.6%) bicyclists out of the 29 killed and 153 (11.2%) out of the 1,369 injured bicyclists were age 65 and older.

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CELL PHONE USE

2024

Cell phone use can be a distraction for the driver, the bicyclist, and the pedestrian. Cell phone use in crashes is measured by reported use, which is recorded by the police officer at the scene of the crash.

A total of 2,106 crashes occurred in Michigan where a motor vehicle driver was using a cell phone. Fifteen of those crashes involved a fatality.

A total of 2,112 motor vehicle drivers, 18 pedestrians, and 13 bicyclists were reported to be using cell phones in 2,137 crashes.

Of the 18 pedestrians using a cell phone, three pedestrians were killed, four suffered a suspected serious injury, six suffered a suspected minor injury, and four suffered a possible injury. One pedestrian using a cell phone was not injured.

Of the 2,112 motor vehicle drivers using cell phones, 423 (20.0%) were 20 years of age or younger.

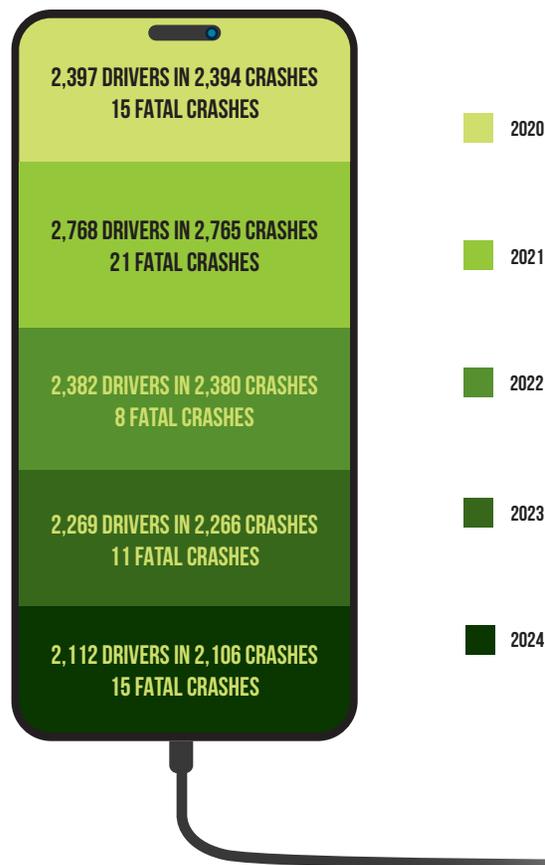
There were 950 (45.1%) rear-end crashes where a driver was using a cell phone.

Of the total 2,137 crashes involving cell phone use, 514 (24.1%) also involved a lane departure.

Of the total 2,137 crashes involving cell phone use, 783 (36.6%) were intersection related.

There were 2,112 motor vehicle drivers using a cell phone in crashes: 1,821 passenger cars, SUVs, or vans; 234 pickup trucks; 22 heavy trucks or buses; eight motor homes; nine small trucks under 10,000 lbs.; three motorcycles; one moped; two ORV/ATVs; one vehicle type coded as "other;" and 11 uncoded and errors.

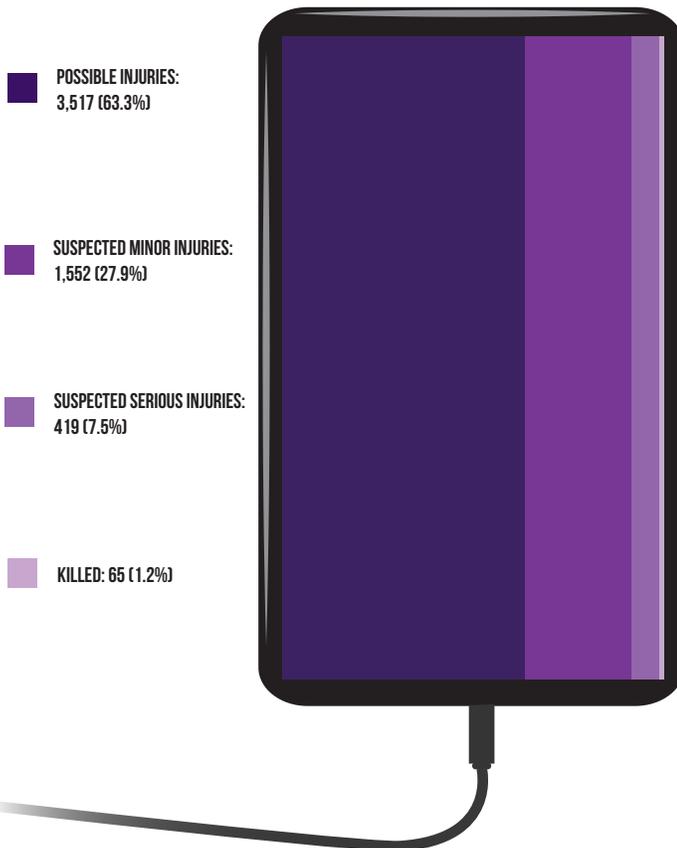
CRASHES WHERE A MOTOR VEHICLE DRIVER WAS USING A CELL PHONE



2024

While cell phone use is one source of distraction, driver distraction includes any activity that shifts attention from the driving task, including talking to passengers, eating and drinking, adjusting the radio or GPS, or looking at a billboard.

PERSON INJURY SEVERITY IN DISTRACTED DRIVING CRASHES



A total of 14,439 crashes occurred in Michigan that involved a distracted driver of a motor vehicle in 2024. Fifty-six of those crashes involved a fatality, resulting in 65 fatalities.

Of the total 14,439 crashes involving a distracted driver, 2,818 (19.5%) also involved a lane departure.

About 36.3% (5,244) of the crashes involving a distracted driver took place at an intersection.

There were 45 bicyclists involved in distracted driving crashes and 117 pedestrians. Of these totals, three (6.7%) bicyclists and 12 (10.3%) pedestrians were killed.

The top five counties for distracted driving crashes were Wayne (2,237); Oakland (2,042); Macomb (1,430); Kent (1,264); and Washtenaw (523).

Of the 14,596 distracted drivers in crashes, 14.5 percent were distracted by cell phone use, 10.6 percent by some other electronic device (e.g. navigation aid, book player), 5.3 percent by a passenger, 36.3 percent by some other activity inside the vehicle (e.g. eating, drinking, personal grooming), and 33.3 percent by an activity outside the vehicle.

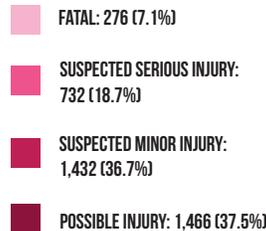
Of the distracted drivers, 8,300 (56.9%) were male, 5,942 (40.7%) were female, 11 (0.1%) were non-binary, and gender was unknown for 343 (2.3%) drivers.

Of the 14,596 distracted drivers, 6,056 were classified with a hazardous action of unable to stop in assured clear distance; 1,581 were careless/negligent driving; 1,428 were classified with "other" for their hazardous action; and 1,341 failed to yield.

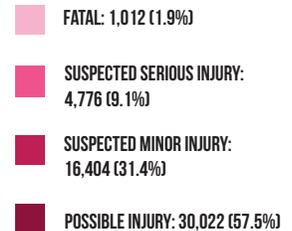
2024

A crash is alcohol-involved if any driver, pedestrian, or cyclist involved was reported as had-been-drinking (HBD) by the police officer on the Traffic Crash Report.

CRASH SEVERITY IN HBD CRASHES



CRASH SEVERITY IN ALL CRASHES



Of the 1,012 fatal crashes that occurred in Michigan, 276 (27.3%) were alcohol-involved, with at least one drinking operator, bicyclist, or pedestrian.

There were 307 alcohol-involved fatalities, which accounts for 27.9 percent of the total number of people killed (1,099).

The percentage of alcohol-involved fatalities was about 10.0 times higher than fatalities in all crashes and the most serious injury level (suspected serious) was about 6.0 times higher.

There were 174 (63.0%) crashes involving only one motor vehicle out of the 276 alcohol-involved fatal crashes.

Out of two snowmobiler deaths, one (50.0%) was the result of an HBD crash, and that one (100.0%) snowmobiler had been drinking.

There were 168 motorcyclist deaths, and 52 (31.0%) of those deaths were the result of an HBD crash. Of the 52 motorcyclist alcohol-involved crash deaths, 44 (84.6%) motorcycle operators were coded as drinking and two (3.8%) were a motorcycle passenger of a drinking operator.

2024

ALCOHOL CONTINUED

PERSON INJURY SEVERITY IN HBD CRASHES



PERSON INJURY SEVERITY IN ALL CRASHES



Of the 156 pedestrian deaths, 42 (26.9%) were the result of an HBD crash and 28 (66.7%) of those pedestrians had been drinking.

Out of 29 bicyclist deaths, three (10.3%) were the result of an HBD crash and zero out of the three bicyclists (0.0%) had been drinking.

HBD injury crashes were highest in May (339), followed closely by August (338), June (335), and July (330). The highest number of HBD fatal crashes, 40, occurred in August.

Saturday had the highest number of HBD fatal crashes at 77, followed by Sunday at 43.

Saturday had the highest proportion (40.9%) of alcohol-involved fatalities when compared to all fatalities occurring on Saturday. Sunday had the second highest proportion of alcohol-involved fatalities (32.5%).

The 9:00-9:59 PM time period had the highest number of HBD fatal crashes with 28, while both the 10:00-10:59 AM and 4:00-4:59 PM time periods had the lowest number with one each.

Of the 8,436 drinking drivers involved in crashes, 6,021 (71.4%) were male, 2,408 (28.5%) were female, and one was non-binary (0.0%). There were six drinking drivers for whom gender was unknown (0.1%).

There were 1,579 (18.7%) drinking drivers in crashes who were age 24 and younger and 531 (6.3%) who were age 65 and older.

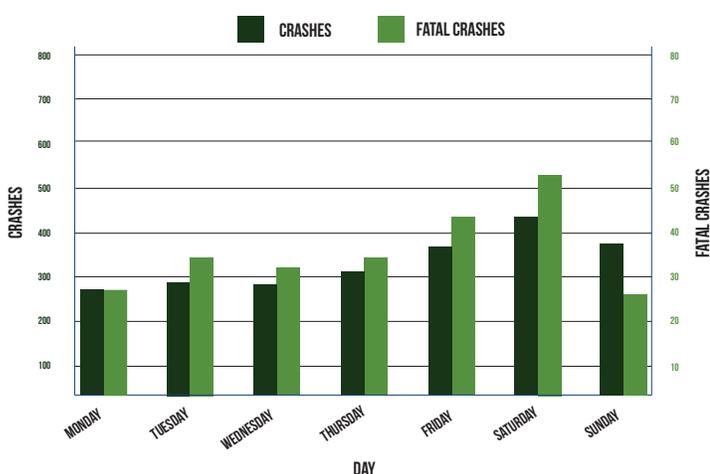
Of the 8,542 crashes that involved drinking in 2024, 1,272 (14.9%) also involved drug use. Of the 1,272 crashes involving both alcohol and drugs, 116 (9.1%) were fatal crashes.

Out of the total 8,436 drinking drivers in crashes, 1,253 (14.9%) of the drivers were also suspected of using drugs.

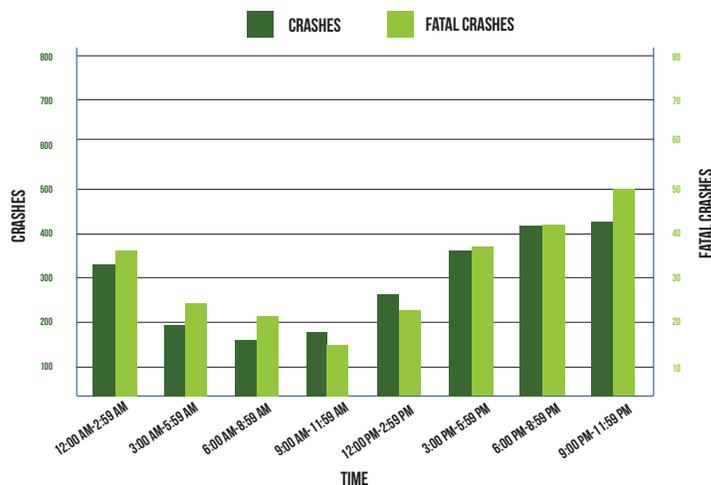
2024

A crash is drug-involved if any driver, pedestrian, or cyclist involved was reported as suspected of drug use by the police officer on the Traffic Crash Report.

DRUG-INVOLVED CRASHES BY DAY OF THE WEEK



DRUG-INVOLVED CRASHES BY TIME OF DAY



Of the 1,012 fatal crashes that occurred in Michigan in 2024, 246 (24.3%) were drug-involved, with at least one drugged operator, bicyclist, or pedestrian.

Of the 246 fatal drug-involved crashes, 131 (53.3%) involved only one motor vehicle.

Alcohol was involved in 116 (47.2%) of the 246 fatal drug-involved crashes.

Saturday had the highest number of drug-involved fatal crashes at 52, followed by Friday with 43.

The 10:00-10:59 PM time period had the highest number of drug-involved crashes with 162 and the 3:00-3:59 PM time period had the highest fatal crash count with 20.

There were 272 drug-involved fatalities, which accounts for 24.7% of the total of number of people killed (1,099).

Of the 156 pedestrian deaths, 33 (21.2%) were drug-involved and 18 (54.5%) of those pedestrians were suspected of drug use.

There were 168 motorcyclist deaths, and 37 (22.0%) of those deaths were the result of a drug-involved crash. Of the 37 drug-involved motorcyclist crash deaths, 36 (97.3%) were motorcycle operators and 28 (77.8%) of those operators were coded as drugs suspected.

Of the 234 motor-vehicle drivers suspected of drugs who were involved in fatal crashes, 179 (76.5%) were male, 55 (23.5%) were female, and zero (0.0%) were non-binary.

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BICYCLISTS

2024

According to the Centers for Disease Control and Prevention, bicycle helmets are the single most effective countermeasure available to bicyclists to reduce head injuries and fatalities resulting from bicycle crashes.

There were 1,790 bicyclists involved in motor vehicle crashes in Michigan in 2024.

A total of 29 bicyclists were killed in 29 fatal crashes on Michigan roadways. An additional 1,369 bicyclists were injured in 1,358 police-reported crashes.

Male bicyclists (1,426) were involved in more bicycle crashes than female bicyclists (306), with 26 male bicyclists killed and three female bicyclist killed. There were four non-binary bicyclists with zero killed. Gender was not reported for 54 bicyclists in crashes.

Police reported that 17 of the bicyclists killed (58.6%) were "going straight ahead" just prior to crash.

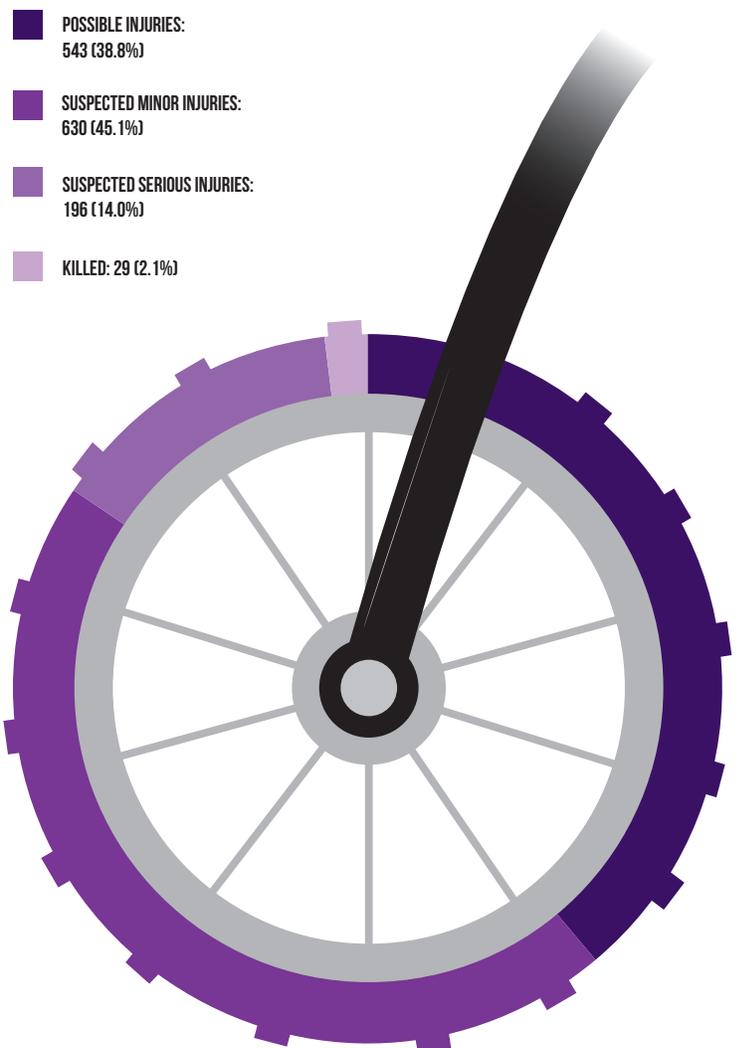
In motor vehicle crashes, 1,420 bicyclists were riding in daylight conditions, 22 were riding during dawn, 44 were riding during dusk, 204 were riding in dark lighted conditions, 90 were riding in dark unlighted conditions, one was riding in "other" lighting conditions, and 9 bicyclists were riding in unknown lighting conditions.

The peak hour for bicyclist involvement in crashes was from 4:00-4:59 PM with 199 bicyclists involved. The peak hour for bicyclist fatalities was from 8:00-8:59 AM with five bicyclist fatalities.

Of the 29 bicyclists killed, three (10.3%) were the result of a had-been-drinking crash and zero of the three (0.0%) bicyclists had been drinking.

There were two (6.9%) bicyclist deaths among children under 11 years of age and one (3.4%) bicyclist killed in the 11-15 age group. Teen/young adults (ages 16-20) accounted for two (6.9%) of the bicyclist fatalities. Adults ages 21-64 accounted for 16 (55.2%) of the bicyclist fatalities. Eight (27.6%) fatalities were in the 65 and older age group.

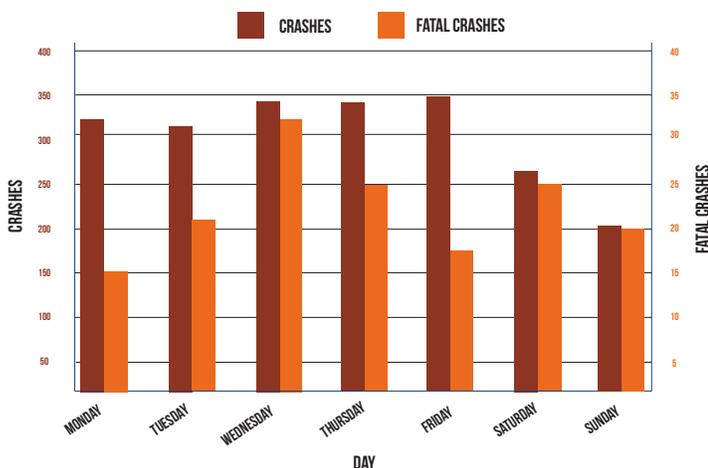
BICYCLIST INJURY SEVERITY IN CRASHES



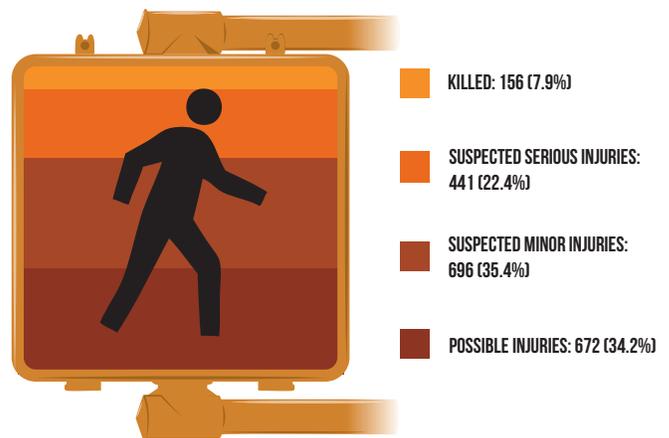
2024

Pedestrians are defined as a person on foot, skis, skates, rollerblades, or a non-motorized wheelchair, or the rider of a horse or a horse and buggy. Each pedestrian is listed as a separate unit on the Traffic Crash Report.

PEDESTRIAN-INVOLVED CRASHES BY DAY OF THE WEEK



PEDESTRIAN INJURY SEVERITY IN CRASHES



There were 2,281 pedestrians involved in 2,131 motor vehicle crashes.

Of the 2,281 pedestrians involved in crashes, 156 (6.8%) were killed and 1,809 (79.3%) were injured.

There were 112 (71.8%) male, 44 (28.2%) female, and zero (0.0%) non-binary pedestrians killed.

Of all pedestrian actions prior to a crash, "crossing not at an intersection" was the most deadly, accounting for 53 (34.0%) of the pedestrian fatalities.

For each pedestrian killed, there were about 12 pedestrians injured.

The highest number of pedestrian-involved crashes occurred during October with 225 (10.6%).

The time period with the most pedestrian-involved crashes occurred from 6:00-6:59 PM with 163 (7.6%).

Wednesday was the deadliest day for pedestrians with 32 (20.6%) of the crashes where a pedestrian was killed and Wednesday was the highest day of pedestrian fatalities at 32 (20.5%).

Of the 156 pedestrians killed, 42 (26.9%) of the deaths were the result of an alcohol-involved crash and 28 (66.7%) of those pedestrians had been drinking.

Seven (4.5%) pedestrian fatalities occurred among children under 11 years of age and two (1.3%) fatalities occurred among youth age 11-15. Teen/young adults (ages 16-20) accounted for three (1.9%) of the pedestrian fatalities. Adults ages 21-64 accounted for 112 (71.8%) of the pedestrian fatalities. There were 32 (20.5%) fatalities in the 65 and over age group.

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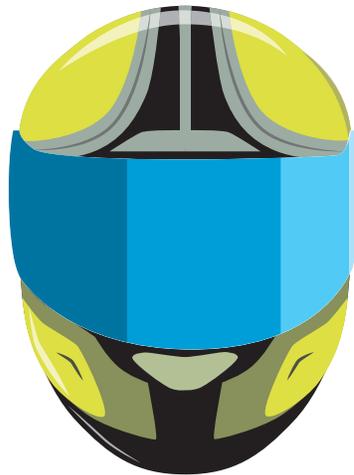
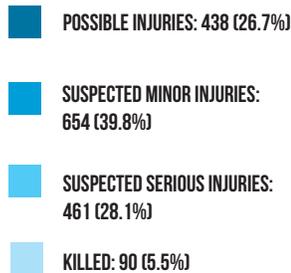
Michigan Traffic
Crash Facts

MOTORCYCLISTS

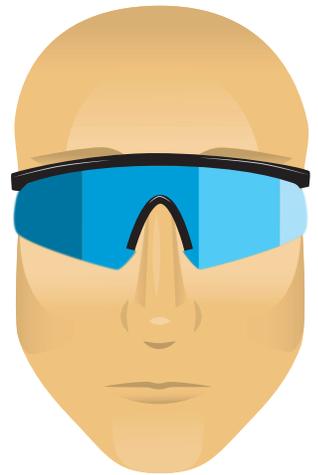
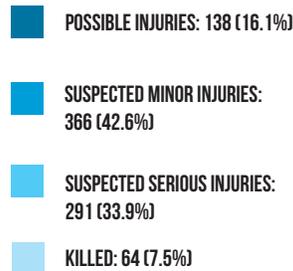
2024

The visibility of motorcycles is a major concern with regard to motorcycle crashes. A light-colored helmet and eye protection; brightly colored high visibility clothing; leather or thick protective clothing; and long sleeves, pants, over-the-ankle boots, and gloves are all recommended for motorcycle safety by the Motorcycle Safety Foundation.

INJURY SEVERITY FOR HELMETED MOTORCYCLISTS IN CRASHES



INJURY SEVERITY FOR UNHELMETED MOTORCYCLISTS IN CRASHES



In 2024, the death rate for motorcyclists was 22.4 per 100 million vehicle miles traveled compared to the overall mileage death rate of 1.1 per 100 million vehicle miles traveled.

There were 3,187 motorcycle-involved crashes in which 168 motorcyclists were killed and 2,460 were injured.

Motorcycles were involved in 1.1 percent of all traffic crashes in Michigan in 2024.

Out of the 165 motorcycle operators killed, 124 (75.2%) were reported by police as "going straight ahead" just prior to the crash.

There were 163 (97.0%) male, 5 (3.0%) female, and zero (0.0%) non-binary motorcyclists killed in traffic crashes.

Of the motorcyclists killed, 52 (31.0%) deaths were the result of a had-been-drinking crash and 46 (88.5%) of those motorcyclists had operators coded as drinking.

There were 37 (22.0%) motorcyclists killed as a result of a crash involving drugs and 29 (78.4%) of those motorcyclists had operators coded as using drugs.

Among the 168 motorcycle fatalities, 90 (53.6%) motorcyclists were wearing helmets and 64 (38.1%) motorcyclists were not wearing helmets. Helmet use was unknown for 14 (8.3%) motorcyclists.

There were 249,464 motorcycles registered in 2024 according to the Michigan Department of State.

A 2017 observational survey by Michigan State University estimated statewide helmet use at 71.4 percent and high-visibility gear at 3.6 percent. This is the most recent Michigan helmet use survey available.

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HEAVY TRUCKS/BUSES

2024

Compared to the overall crash picture, heavy truck/bus crashes have more drivers indicated to be making backing, lane use, and turning errors; fewer single vehicle crashes; more sideswipes; more daytime crashes; and more weekday crashes.

Heavy trucks/buses were involved in 5.5 percent (15,888) of the 288,880 traffic crashes in Michigan. The 2024 crash count is a 5.3 percent increase from the 2023 total of 15,088 crashes.

There were 110 people killed and 3,613 people injured in heavy truck/bus crashes.

A total of 16,678 heavy truck/bus drivers were involved in crashes, with nine of those drivers killed.

The number of had-been-drinking heavy truck/bus drivers was 26.

There were 48 pedestrians and 29 bicyclists involved in heavy truck/bus involved crashes. Ten pedestrians (20.8%) and one bicyclist (3.4%) were killed.

In 2024, vehicle miles traveled for heavy trucks/buses was 6,514,345 (thousands), resulting in a fatal crash rate of 1.5 per 100 million VMT compared to the overall fatal crash rate of 1.0 per 100 million VMT.

INJURY SEVERITY IN CRASHES WHERE HEAVY TRUCKS/BUSES WERE INVOLVED

POSSIBLE INJURIES:
2,292 (61.6%)



SUSPECTED MINOR INJURIES:
986 (26.5%)



SUSPECTED SERIOUS INJURIES:
335 (9.0%)



KILLED:
110 (3.0%)



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SCHOOL BUSES

2024

School bus-related crashes include situations where the school bus was involved or other units crashed due to the presence and influence of a school bus.

There were 1,044 school bus-related crashes, four of which resulted in fatalities.

Of the 1,044 school bus-related crashes, 410 (39.3%) took place between 6:00-8:59 AM and 360 (34.5%) occurred between 3:00-5:59 PM. The remaining 274 (26.2%) crashes occurred during other times of the day.

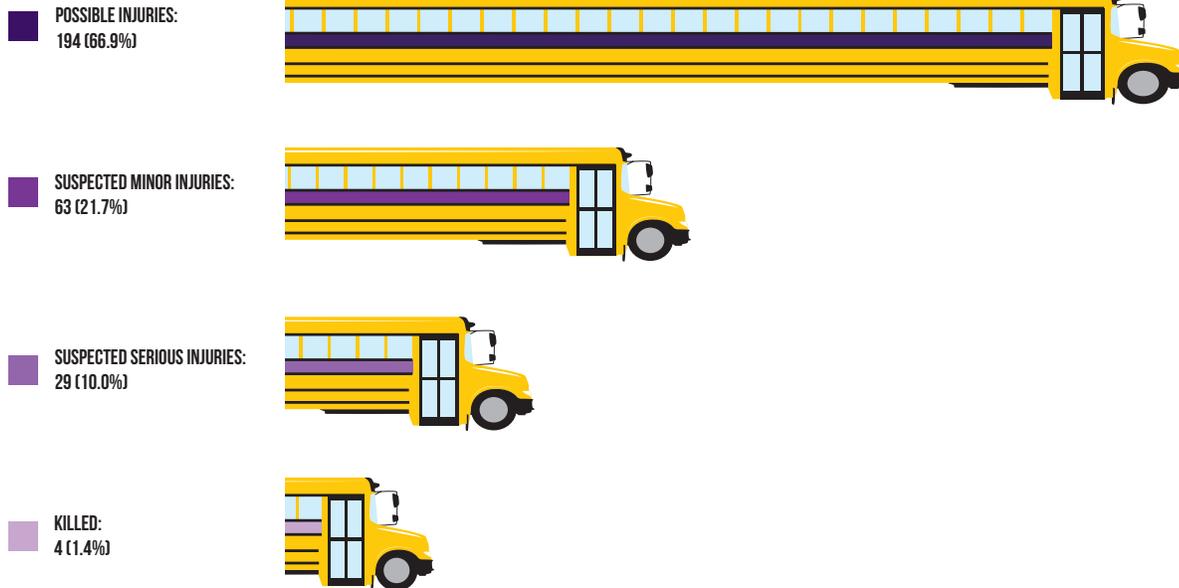
Of the 1,044 school bus-related crashes, 449 (43.0%) occurred at an intersection.

There were 1,628 people involved and zero people killed on school buses.

Ten people on a school bus received suspected serious injuries, 18 people received suspected minor injuries, and 71 people received possible injuries.

There were seven pedestrians and five bicyclists involved in school bus-related crashes.

INJURY SEVERITY IN CRASHES WHERE SCHOOL BUSES WERE INVOLVED



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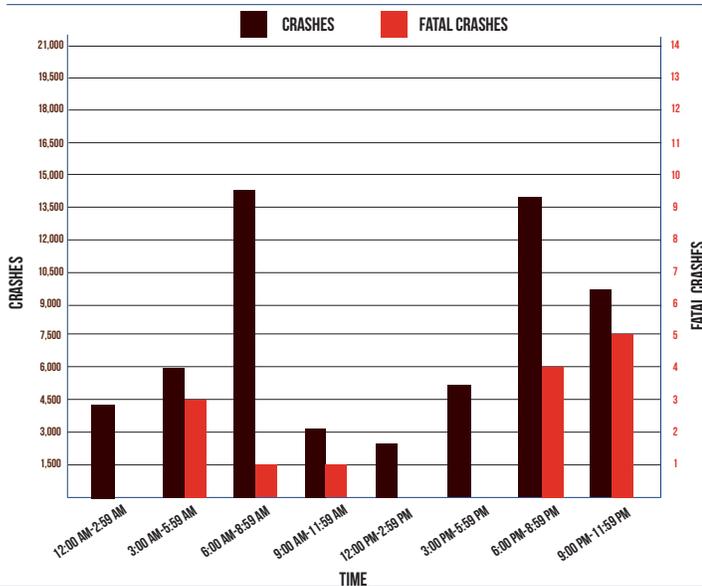
Michigan Traffic Crash Facts

DEER

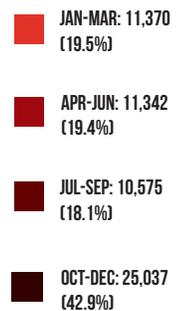
2024

Deer crashes include situations where a deer is a contributing factor but does not necessarily come in contact with a traffic unit.

MOTOR VEHICLE-DEER CRASHES BY TIME OF DAY



MOTOR VEHICLE-DEER CRASHES BY TIME OF YEAR



Michigan had 58,324 (20.2%) motor vehicle-deer crashes, down 0.8 percent from the 2023 count (58,806).

From 2020-2024, the highest number of vehicle-deer crashes occurred in 2022 and the highest number of fatal crashes occurred in 2023 (19).

Passenger cars, SUVs, and vans represented 79.1 percent (46,330) of the vehicles involved in vehicle-deer crashes. Motorcycles represented 0.5 percent (291) of the vehicles involved.

As a result of vehicle-deer crashes, 1,816 people were injured and 14 people were killed. Six (42.9%) of those killed were passenger vehicle occupants, seven (50.0%) were motorcyclists, and one (7.1%) was on an ORV/ATV.

The top 10 counties experiencing vehicle-deer crashes were: Kent (2,097); Oakland (2,024); Jackson (1,557); Allegan (1,517); Genesee (1,510); Clinton (1,447); Ottawa (1,433); Lapeer (1,426); Washtenaw (1,409); and Calhoun (1,382).

Motor vehicle-deer involved crashes were highest during the 7:00-7:59 AM time period (6,204).

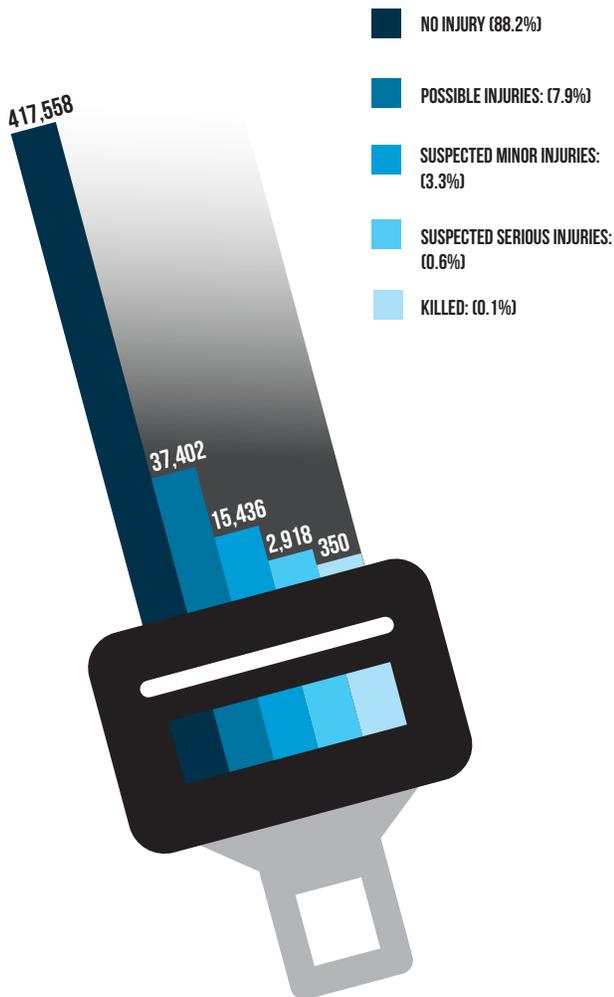
Of the motor vehicle-deer crashes, 25,037 (42.9%) occurred during the fourth quarter of the year (October-December).

The highest number of vehicle-deer crashes occurred during November at 10,017 (17.2%) and the highest number of vehicle-deer fatal crashes occurred during June at four (28.6%).

2024

Seat belt use by motorists is measured two ways: by what motorists report to police at the scene of a traffic crash (reported usage), and by observation surveys where motorists are unaware of the presence of researchers (observed usage).

REPORTED INJURY SEVERITY IN CRASHES WHERE SEAT BELTS WERE USED



Of the 481,227 reported drivers and passengers involved in crashes for which seat belt use was known, 473,679 (98.4%) were reported to have been using seat belts and 7,548 (1.6%) were reported to have not been using seat belts.

The reported percentage of male drivers and passengers involved in crashes who did not wear seat belts out of all males in crashes for which seat belt use was known was 1.8 percent (4,623). For female drivers and passengers, this unbelted rate was 1.3 percent (2,891). Non-binary drivers and passengers were unbelted at a rate of 0.4 percent (1).

Of the reported drivers and passengers in motor vehicles crashes under 25 years of age, 3,179 (2.7%) were not wearing seat belts.

When looking at known seat belt use for motor vehicle fatalities only, 222 people (38.8%) killed were not wearing seat belts.

Of the fatalities, there were 202 drivers and passengers killed while not wearing a seat belt in the front seat, 12 people killed while not wearing a seat belt in the rear seat, and eight people killed while not wearing a seat belt in an other or unknown seating position.

A total of 248 people in motor vehicle crashes were ejected while not wearing a seat belt. Of the 248 people ejected, 157 were drivers, 87 were injured passengers, and four were uninjured passengers. Of the unbelted people who were ejected 58 people (23.4%) were killed.

A 2024 observational study by Michigan State University estimated statewide belt use at 92.0 percent.

MTCF

Michigan Traffic
Crash Facts

SPEEDING

2024

Crashes involving speeding are the result of a hazardous action of “speed too fast.” The actual speeds of motor vehicles are not reported at the scene of the crash.

In 2024, there were 22,260 crashes involving a motor vehicle driver who was speeding, which accounted for 7.7 percent of all crashes.

Out of the 485,133 motor vehicle drivers involved in crashes, 22,473 (4.6%) had a hazardous action of speed too fast.

In addition to the 22,473 motor vehicle drivers coded as “speed too fast,” nine bicyclists and three pedestrians were also reported to be speeding at the time of the crash.

Single motor vehicle crashes were the most common crash type associated with speed-involved crashes at 71.0 percent (15,809).

The highest number of speed-involved crashes occurred in January with 6,000 (27.0%).

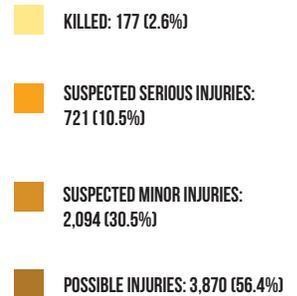
The highest number of excessive speed crashes occurred during snowy road conditions at 5,426 (24.4%), followed by dry road conditions with 5,399 (24.3%).

A total of 1,114 (5.0%) of the speeding motor vehicle drivers had also been drinking at the time of the crash, and 237 (1.1%) of the speeding motor vehicle drivers had used drugs.

Excessive speed was a factor in 177 (16.1%) fatalities in motor vehicle crashes and 721 (12.5%) suspected serious injuries in 2024.

In addition to the 22,260 crashes where speeding was a hazardous action, “speed too slow” was reported as a hazardous action for 168 crashes.

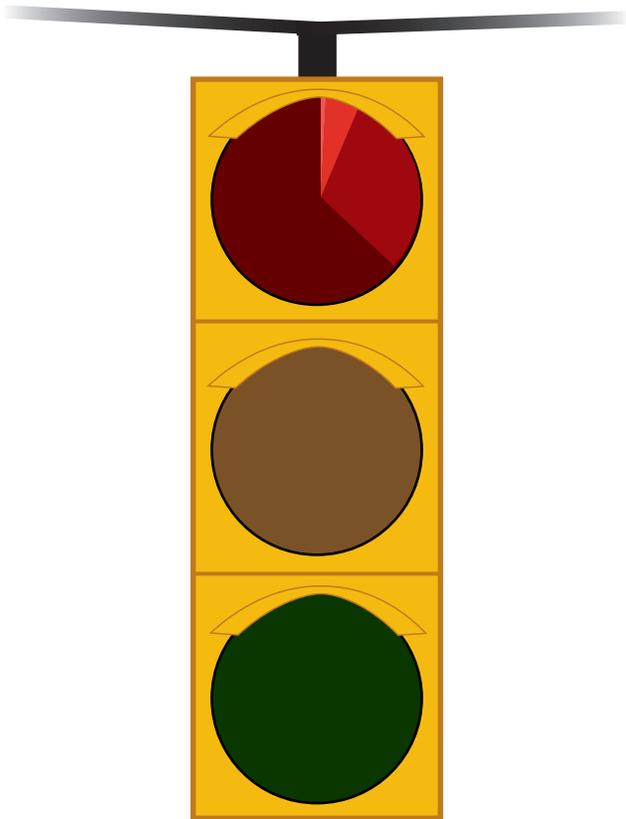
INJURY SEVERITY IN CRASHES INVOLVING SPEEDING



2024

In a red-light-running crash, at least one motor vehicle driver, pedestrian, or bicyclist disregarded a traffic control classified as a signal, related to or within 150 feet of an intersection.

INJURY SEVERITY IN CRASHES WITH RED-LIGHT-RUNNING



KILLED: 46 (1.0%)

SUSPECTED MINOR INJURIES: 1,451 (30.7%)

SUSPECTED SERIOUS INJURIES: 259 (6.5%)

POSSIBLE INJURIES: 2,976 (62.9%)

There were a total of 6,326 crashes involving red-light-running in 2024, which accounts for 2.2% of the total crashes for that year.

The number of red-light running crashes increased 14.6 percent over five years from 5,521 in 2020 to 6,326 in 2024. The highest crash count during that period was 6,340 in 2021.

The most common red-light-running crashes were angle crashes at 5,325, which account for 84.2% of all red-light-running crashes.

Red-light-running crashes commonly involved more than one motor vehicle, with a frequency of 6,210 in 2024 (98.2%).

There were 6,322 motor vehicle drivers who ran red lights in crashes. The number of drivers who had-been-drinking and ran red lights in crashes was 156 (2.5%). The number of motor vehicle drivers who were using drugs and ran red lights in crashes was 41 (0.6%).

There were 25 motorcycle drivers who failed to stop at a red light in 2024, which is 0.4% of all motor vehicle drivers who ran red lights.

Out of the 1,099 people killed, 46 (4.2%) were the result of a red-light-running crash.

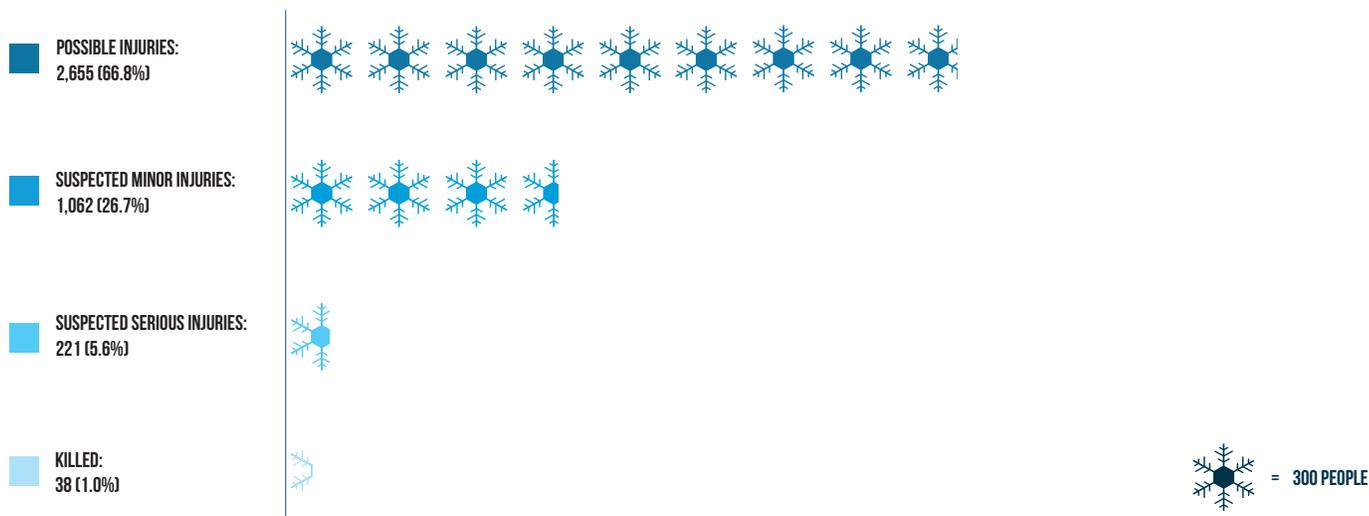
A total of 41 pedestrians and 73 bicyclists were involved in red-light-running crashes. One pedestrian and one bicyclist were killed, and 98 non-motorists were injured.

Of the 17,024 people involved in red-light-running crashes, 46 people were killed and 4,686 people were injured in 2024.

2024

A winter weather crash is a crash that took place during the months from October through April, and the road condition at the time of the crash was reported to have been icy, snowy, or slushy.

PERSON INJURY SEVERITY IN WINTER WEATHER CRASHES



There were a total of 22,713 winter weather crashes during the winter of 2023-2024, including 36 fatal crashes.

Winter weather crashes most commonly occurred under daylight conditions with 12,406 (54.6%), followed by dark unlighted with 5,289 (23.3%), and dark lighted with 3,050 (13.4%).

The most common hazardous action reported for the 34,982 drivers involved in winter weather crashes was speed too fast (9,657), followed by unable to stop in assured clear distance (4,313).

Deer were involved in 1,547 (6.8%) of winter weather crashes, and heavy trucks/buses were involved in 1,497 (6.6%) of winter weather crashes.

The posted speed limit was 40 mph or below for 29.8 percent of winter weather crashes and 55 mph or below for 80.7 percent of winter weather crashes.

The most common winter weather crashes were single-vehicle crashes (49.7%), rear-end crashes (17.4%), and angle crashes (11.8%). Of the 36 fatal winter weather crashes, 13 (36.1%) were head-on, 12 (33.3%) were single-vehicle, and six (16.7%) were angle crashes.

The top five counties for winter weather crashes during the winter of 2023-2024 were Oakland (2,685); Wayne (2,671); Kent (1,315); Macomb (1,130); and Genesee (788).