

ANNUAL REPORT FY2018



**SECONDARY ROAD PATROL AND TRAFFIC
ACCIDENT PREVENTION PROGRAM**

MICHIGAN

Public Act 416 of 1978, as amended





State of Michigan

Department of State Police

Office of Highway Safety Planning

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This report was compiled by the Michigan Office of Highway Safety Planning from documents submitted by each participating county.

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Fiscal Year 2018 Quick Facts

In FY2018, the Secondary Road Patrol (SRP) program funded 119.1 deputies compared with 121.3 in FY2017.

SRP deputies generated 83,581 vehicle stops, resulting in 1,183 impaired drivers being removed from Michigan's roadways, 50,702 traffic citations, 5,664 criminal arrests, and 18,825 assists to other officers. SRP deputies also responded to 12,789 criminal complaints and aided 4,019 motorists in need of assistance.

SRP deputies investigated 12,618 traffic crashes, including 8,586 on secondary roads, 3,593 on state trunk lines, and 439 in villages and cities.

SRP deputies investigated 176 fatal traffic crashes on secondary roads, 94 fatal crashes on state trunk lines, and 21 fatal crashes in villages and cities.

Introduction

The Secondary Road Patrol and Traffic Accident Prevention program was created by Public Act 416 of 1978. This state grant program, often referred to as the SRP or 416 program, provides Michigan county sheriffs' offices with funding to patrol county and local roads outside the limits of cities and villages. Deputies funded under the SRP program have the legislated responsibilities of traffic enforcement, traffic crash prevention and investigation, criminal law enforcement, and emergency assistance. The program began on October 1, 1978, with 78 participating counties. On October 1, 1989, Executive Order 1989-4 transferred the SRP program from the Michigan Department of Management & Budget Office of Criminal Justice to the Department of Michigan State Police (MSP) Office of Highway Safety Planning (OHSP).

Public Act 416 of 1978, as amended, required two documents, generally combined into one report, to be submitted to the Michigan Legislature:

An annual report containing data from the participating sheriffs' offices along with their recommendations on methods for improving coordination of municipal, county, and state law enforcement agencies, improving law enforcement training programs, and improving law enforcement communications systems, as well as a description of the role alcohol played in the incidence of fatal and personal injury crashes in the state.

The report is due each year on May 1.

From the one percent allocated for administration, planning, and reporting, OHSP is required to conduct an impact and cost effectiveness study that will review state, county, and municipal road patrol and traffic accident prevention efforts. This study is required to be submitted by April 1 of each year. However, due to statutory limitations for program administration, the lack of pre-program baseline data, and the complexity of variables that influence traffic crashes, deaths, and injuries, the study has never been able to be completed. The University of Michigan Transportation Research Institute (UMTRI) has estimated that such a study would cost in excess of \$80,000 annually.

Synopsis of Public Act 416 of 1978

The sheriff's office is the primary agency responsible for providing certain services (see below) on the county primary roads and local roads outside the boundaries of cities and villages. The sheriff's office also provides these services on any portion of any other highway or road within the boundaries of a state or county park. For complete law, see page 29.

Services to be Provided

1. Patrolling and monitoring traffic violations.
2. Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's office while providing the patrolling and monitoring required by Public Act 416 of 1978.
3. Investigating accidents involving motor vehicles.

-
4. Providing emergency assistance to persons on or near a highway or road patrolled as required by Public Act 416 of 1978.

The sheriff's office shall provide these services, with the exception of number 2, within a city or village if the legislative body of the local unit of government passes a resolution requesting the services.

How Funds Can be Spent

Counties are required to enter into a contractual arrangement with OHSP to receive funds. Funds can be spent to provide the services above as follows:

- Employing additional personnel
- Purchasing additional equipment
- Enforcing law in the state and county parks
- Providing selective motor vehicle inspection programs
- Providing traffic safety information and education programs in addition to those provided before the effective date of Public Act 416 of 1978

Allocation of Funds Under the Act

A county's share of the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to Section 12 of Act No. 51 of the Public Acts of 1951, as amended, being Section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976, through June 30, 1977.

Maintenance of Effort (MOE)

SRP program funds are mandated to supplement road patrol efforts by counties, not to supplant or replace county funding.

An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce

general services because of economic conditions and is not merely reducing law enforcement services. (51.77(1))

This provision is known as the Maintenance of Effort (MOE). Under the MOE, counties are ineligible for SRP program funding if they reduce the level of county-funded road patrol (CFRP) deputies, unless they can prove economic hardship and are forced to reduce general services commensurate with the reduction in road patrol. Counties are required to report the number of deputies they have at the beginning of each funding year; these figures are compared with those reported for October 1, 1978. If the county has fewer county-supported deputies, it must either replace the personnel or prove economic hardship in order to receive SRP program funds. If reductions become necessary during the year, the county is required to report this to the OHSP. Then, the OHSP will determine if the reduction meets the requirements of Public Act 416 of 1978.

On October 12, 2017, the Michigan Legislature adopted House Concurrent Resolution No. 13 exempting all Michigan counties from the MOE requirement for FY2018 due to economic hardship

Secondary Road Patrol FY2018 Allocation

2018 Total state allocation \$8,300,000

| COUNTY | ALLOCATION PERCENTAGE | MAINTENANCE OF EFFORT REQUIREMENT | COUNTY ALLOCATION |
|---------|--------------------------|---|----------------------|
| Alcona | .393 | 4 | 32,619 |
| Alger | .322 | 0 | 26,726 |
| Allegan | 1.216 | 18 | 100,928 |
| Alpena | .578 | 1 | 47,974 |
| Antrim | .465 | 7 | 38,595 |
| Arenac | .396 | 3 | 32,868 |
| Baraga | .310 | 0 | 25,730 |
| Barry | .692 | 11 | 57,436 |
| Bay | 1.499 | 23 | 124,417 |
| Benzie | .353 | 4 | 29,299 |

| COUNTY | ALLOCATION PERCENTAGE | MAINTENANCE OF EFFORT REQUIREMENT | COUNTY ALLOCATION |
|----------------|--------------------------|---|----------------------|
| Berrien | 2.075 | 24 | 172,225 |
| Branch | .747 | 13 | 62,001 |
| Calhoun | 1.762 | 17 | 146,246 |
| Cass | .766 | 14 | 63,578 |
| Charlevoix | .442 | 7 | 36,686 |
| Cheboygan | .563 | 2 | 46,729 |
| Chippewa | .706 | 6 | 58,598 |
| Clare | .531 | 4 | 44,073 |
| Clinton | .857 | 9 | 71,131 |
| Crawford | .369 | 3 | 30,627 |
| Delta | .696 | 5 | 57,768 |
| Dickinson | .491 | 3 | 40,753 |
| Eaton | 1.09 | 17 | 90,470 |
| Emmet | .514 | 10 | 42,662 |
| Genesee | 4.38 | 21 | 363,540 |
| Gladwin | .467 | 5 | 38,761 |
| Gogebic | .415 | 6 | 34,445 |
| Grand Traverse | .836 | 19 | 69,388 |
| Gratiot | .782 | 7 | 64,906 |
| Hillsdale | .758 | 9 | 62,914 |
| Houghton | .57 | 4 | 47,310 |
| Huron | .838 | 13 | 69,554 |
| Ingham | 2.31 | 12 | 191,730 |
| Ionia | .749 | 9 | 62,167 |
| Iosco | .626 | 10.5 | 51,958 |
| Iron | .389 | 1 | 32,287 |
| Isabella | .782 | 7 | 64,906 |
| Jackson | 1.926 | 24 | 159,858 |
| Kalamazoo | 2.01 | 27 | 166,830 |
| Kalkaska | .435 | 4 | 36,105 |
| Kent | 4.123 | 77 | 342,209 |
| Keweenaw | .188 | 2 | 15,604 |
| Lake | .422 | 4 | 35,026 |
| Lapeer | .925 | 7 | 76,775 |
| Leelanau | .389 | 7 | 32,287 |

| COUNTY | ALLOCATION PERCENTAGE | MAINTENANCE OF EFFORT REQUIREMENT | COUNTY ALLOCATION |
|--------------|--------------------------|---|----------------------|
| Lenawee | 1.221 | 24 | 101,343 |
| Livingston | 1.032 | 15 | 85,656 |
| Luce | .279 | 0 | 23,157 |
| Mackinac | .366 | 5 | 30,378 |
| Macomb | 5.173 | 68 | 429,359 |
| Manistee | .569 | 5 | 47,227 |
| Marquette | .906 | 11 | 75,198 |
| Mason | .555 | 10 | 46,065 |
| Mecosta | .597 | 2.5 | 49,551 |
| Menominee | .65 | 2 | 53,950 |
| Midland | .833 | 19 | 69,139 |
| Missaukee | .415 | 1 | 34,445 |
| Monroe | 1.733 | 36 | 143,839 |
| Montcalm | .836 | 13 | 69,388 |
| Montmorency | .352 | 6 | 29,216 |
| Muskegon | 1.59 | 23 | 131,970 |
| Newaygo | .774 | 12 | 64,242 |
| Oakland | 8.459 | 48 | 702,097 |
| Oceana | .562 | 8 | 46,646 |
| Ogemaw | .461 | 4 | 38,263 |
| Ontonagon | .356 | 6 | 29,548 |
| Osceola | .486 | 0 | 40,338 |
| Oscoda | .36 | 4 | 29,880 |
| Otsego | .448 | 9 | 37,184 |
| Ottawa | 1.907 | 23 | 158,281 |
| Presque Isle | .427 | 5 | 35,441 |
| Roscommon | .455 | 11 | 37,765 |
| Saginaw | 2.472 | 25 | 205,176 |
| St. Clair | 1.629 | 18 | 135,207 |
| St. Joseph | .801 | 10 | 66,483 |
| Sanilac | .899 | 10 | 74,617 |
| Schoolcraft | .301 | 0 | 24,983 |
| Shiawassee | .917 | 15 | 76,111 |
| Tuscola | .967 | 11 | 80,261 |
| Van Buren | .901 | 0 | 74,783 |

| County | Allocation Percentage | Maintenance of Effort Requirement | County Allocation |
|---------------|--------------------------|--------------------------------------|----------------------|
| Washtenaw | 2.196 | 34 | 182,268 |
| Wayne | 14.407 | 60 | 1,195,781 |
| Wexford | .555 | 9 | 46,065 |
| TOTALS | 100 | | 8,300,000 |

Sheriff Reports

SRP program data is derived from reports submitted by participating sheriffs' offices as part of their reporting requirements. This data is collected on a state fiscal-year basis, October 1 through September 30, of each year.

Coordination of Law Enforcement Agencies

Law enforcement coordination methods range from formal written agreements identifying primary responsibility for specific functions and areas of service to informal verbal agreements. The informal agreements usually establish operational procedures for requesting back-up support. Many sheriffs' offices have mutual aid agreements identifying the interagency resources available in the event of a major policing problem within the county. Resources may be in the form of either additional personnel or technical expertise not normally provided by smaller agencies.

The law requires each sheriff, the Director of the MSP, and the director of the OHSP to meet and develop a law enforcement plan for the unincorporated areas of each participating county. The law enforcement plans are updated at least every four years, after a sheriffs' election year, and more often if changes occur. The plans were last updated in 2017.

In 2018, 76 sheriffs indicated involvement in county and area law enforcement associations or councils for purposes of coordinating criminal justice intelligence data,

traffic problems of mutual concern, and investigative deployment in conjunction with undercover operations.

Eighty-one sheriffs reported they provide or participate in a centralized communications system, which is another form of coordination between law enforcement agencies and other public safety and emergency service providers.

The Michigan Sheriffs' Association (MSA) represents the interests of all sheriffs' offices and coordinates issues of statewide concern based on input from its members.

Law Enforcement Training

The most important types of training attended by deputies during 2018 were:

- Firearms/weapons
- Legal update
- Alcohol/drugged driving enforcement
- Self-defense restraint

Training is provided through in-service programs within departments and by regional law enforcement training academies and consortiums. In 2018, 121,618 hours of instruction were provided to 2,925 deputies. Eighty-one sheriffs' offices provided in-service training sessions to certified road patrol officers.

Communication Systems

Most sheriffs indicate basic levels of communication are available for emergency response. All county agencies have access to the Law Enforcement Information Network, generally known as LEIN.

Recommendations

Improving Law Enforcement Coordination

Cooperation between state, county, and municipal agencies is reducing duplication and ensuring the maximum use of available resources. Some of the recommendations provided by participating sheriffs include:

- Work with local city/tribal agencies in the county with education on traffic-related issues in their jurisdictions provided by our experienced 416 deputies.
- Gather a group of law enforcement members from various agencies and disciplines to study high traffic crash areas and strategies to reduce these crashes.
- Continue and expand participation and coordination at many levels and share and further integrate resources with all departments and agencies on available teams, boards, and committees to better serve the community and to improve safety in the county.

Improving Law Enforcement Training

Participating sheriffs identified additional training is needed in the areas of:

- Beyond the stop/interdiction
- Commercial motor vehicles
- Report writing
- Fraudulent identification
- Traffic crash investigation
- Domestic/juvenile/spouse abuse

Improving Law Enforcement Communication

Most participating sheriffs indicated a need for continued development of communication systems. Deputies in 20 counties reported being unable to

communicate with their radio dispatcher from their patrol vehicle, with 1 – 25 percent of the county area not reliably covered. Deputies in 35 counties reported being unable to communicate when using portable radios, with 1 – 95 percent of the county not reliably covered. This results in a potentially hazardous environment for both law enforcement and the public. In some cases, the communication equipment purchased for the existing dispatch facilities and field units is outdated, in need of continual repair, or completely inoperable. Participating sheriffs requested the following improvements:

- Additional system-wide equipment
- Additional mobile equipment
- Additional portable equipment
- More radio antenna/towers

Improving Services Provided

Numerous agencies advise the following enhancements would improve services provided under Public Act 416 of 1978:

- More funding to help reduce the amount of traffic crashes and serve the citizens on the secondary roads
- An increase in funds
- Specialized training, such as ARIDE¹, DRE², accident investigation
- More community outreach programs (education and prevention) dealing with drugged-driving and distracted-driving

¹ Advanced Roadside Impaired Driving Enforcement

² Drug Recognition Expert

Background Information

Number of Counties

This report includes MOE and crash data from all 83 Michigan counties. The activity data for FY2018 also includes all 83 of Michigan's counties.

Definitions of Variables Used in This Report

Accident Investigation – Response to reported accidents, initial investigation, and evidence collection.

Accident (or crash) – Motor vehicle crash reported to the MSP by state, county, or municipal law enforcement. (With few exceptions, the OHSP prefers the term *crash* because it does not infer or assign responsibility for the act. The exception is incidents determined to be acts of intent. For example, if a fugitive intentionally crashes his or her car into a patrol car in an effort to elude police, the crash is deemed intentional and is not reported to the state as a traffic crash.)

Alcohol-Related Crashes – Traffic crashes where one or more of the drivers involved had been drinking.

Arrests – Criminal arrests, either felony or misdemeanor, including appearance tickets.

Citations – All violations of either state law or local ordinance, both moving and non-moving violations.

Crime – Felony and misdemeanor crimes reported to the MSP Uniform Crime Reporting System by state, county, and municipal agencies as substantiated crimes.

Criminal Complaint Responses – The response to any situation where a citizen reports a crime (felony or misdemeanor) was committed or is in progress.

Law Enforcement Assistance – Assisting a law enforcement officer of a different department (federal, state, or municipal) or of the same department. (This includes Michigan Department of Natural Resources officer, Liquor Control Commission personnel, etc.)

Motorist Assist – Assisting citizens who need help. (This is primarily where an automobile becomes inoperative and the citizen is stranded.)

Personnel and Activities

Activity data is derived from semi-annual and annual program reports submitted to the OHSP by participating sheriffs' offices. For 2018, the activity was compiled according to the state fiscal year, October 1, 2017 through September 30, 2018.

Services Provided

The main focus of the SRP program is traffic enforcement and crash investigation on secondary roads. In addition, SRP program deputies provide assistance to persons on secondary roads, enforce violations of criminal laws that are observed during patrol, provide vehicle inspection programs, and provide traffic safety education programs.



Program Funding

In FY1992, the SRP program began a transition from 100 percent General Fund (GF) support to partial GF monies along with surcharges on traffic citations (Restricted Funds). Public Act 163 of 1991 mandated \$5 be assessed on most moving violations to be deposited into a Secondary Road Patrol and Training Fund. The funding is used for Secondary Road Patrol and Traffic Accident Prevention grants and training through the Michigan Commission on Law Enforcement Standards. In FY2002, this surcharge was increased to \$10 while the GF portion was decreased. The GF appropriation was eliminated in 2003. However, the Legislature made modest supplemental appropriations within 2012 and 2014.

The OHSP distributes all available funds under Public Act 416 of 1978, while maintaining the fiscal integrity of the SRP program. Each July or August, the OHSP estimates the funding amount for the next fiscal year, applies a distribution formula, and notifies each county of its projected allocation. The estimate is based on current and past revenue collections and projected changes in the economy or other factors and includes any projected carry-forward funds from the current fiscal year. One percent of the appropriation is allocated to the OHSP for administration of the SRP program.

A mid-year adjustment of the allocation to the counties in the current fiscal year may be made if the revenue collection or the carry-forward funds significantly exceed or fall short of projections. Unused funds carry over into the next fiscal year.

If a county does not qualify under Public Act 416 of 1978 and does not receive SRP program funding, the allocated funds will remain available through the fiscal year in case the county comes into compliance. Unused monies from all counties are added to the next fiscal year's total budget. Unused monies do not accumulate for a county beyond a fiscal year.

In FY2018, an allocation of \$8.3 million was made available to all Michigan counties.

SRP Appropriation History

| Fiscal Year | General Fund Appropriation | Restricted Fund Appropriation | Total Appropriation |
|--------------------|---------------------------------------|--|--------------------------------|
| 1979 | \$8,700,000 | | \$8,700,000 |
| 1980 | \$8,700,000 | | \$8,700,000 |
| 1981 | \$6,400,000 | | \$6,400,000 |
| 1982 | \$6,500,000 | | \$6,500,000 |
| 1983 | \$6,500,000 | | \$6,500,000 |
| 1984 | \$6,500,000 | | \$6,500,000 |
| 1985 | \$6,700,000 | | \$6,700,000 |
| 1986 | \$7,100,000 | | \$7,100,000 |
| 1987 | \$7,300,000 | | \$7,300,000 |
| 1988 | \$7,480,000 | | \$7,480,000 |
| 1989 | \$7,423,900 | | \$7,423,900 |
| 1990 | \$7,239,500 | | \$7,239,500 |
| 1991 | \$7,239,500 | | \$7,239,500 |

| Fiscal Year | General Fund Appropriation | Restricted Fund Appropriation | Total Appropriation |
|--------------------|---------------------------------------|--|--------------------------------|
| 1992 | \$3,041,500 | \$3,744,500 | \$6,786,000 |
| 1993 | \$1,544,000 | \$5,244,500 | \$6,788,500 |
| 1994 | \$1,544,600 | \$5,244,500 | \$6,789,100 |
| 1995 | \$2,546,400 | \$4,644,500 | \$7,190,900 |
| 1996 | \$3,048,200 | \$5,944,100 | \$8,992,300 |
| 1997 | \$3,048,200 | \$6,335,200 | \$9,383,400 |
| 1998 | \$3,137,800 | \$5,701,300 | \$8,839,100 |
| 1999 | \$4,532,600 | \$6,069,000 | \$10,601,600 |
| 2000 | \$5,785,400 | \$6,152,300 | \$11,937,700 |
| 2001 | \$6,327,100 | \$6,152,300 | \$12,479,400 |
| 2002 | \$1,603,800 | \$10,902,300 | \$12,506,100 |
| 2003 | | \$12,506,600 | \$12,506,600 |
| 2004 | | \$14,006,600 | \$14,006,600 |

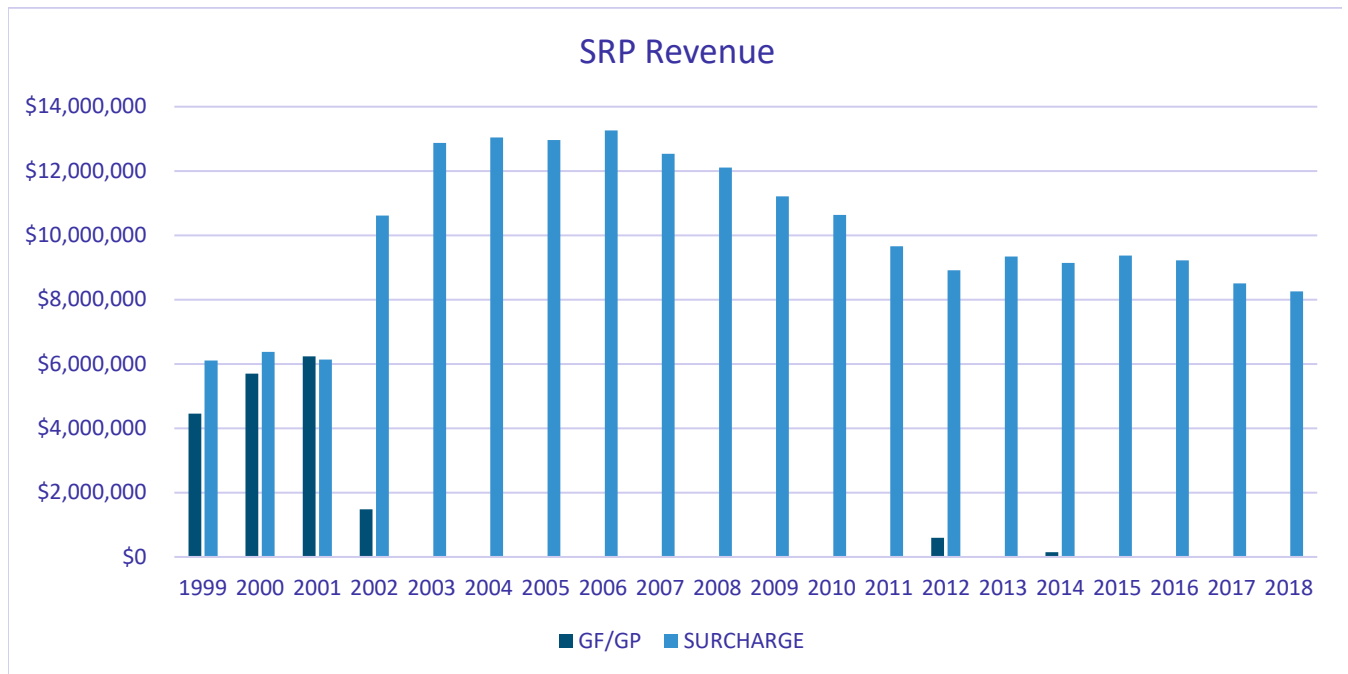
| Fiscal Year | General Fund Appropriation | Restricted Fund Appropriation | Total Appropriation |
|--------------------|---------------------------------------|--|--------------------------------|
| 2005 | | \$14,012,100 | \$14,012,100 |
| 2006 | | \$14,020,100 | \$14,020,100 |
| 2007 | | \$14,019,500 | \$14,019,500 |
| 2008 | | \$14,029,900 | \$14,029,900 |
| 2009 | | \$14,030,100 | \$14,030,100 |
| 2010 | | \$14,034,500 | \$14,034,500 |
| 2011 | | \$14,037,000 | \$14,037,000 |
| 2012 | \$600,000 | \$14,041,600 | \$14,641,600 |
| 2013 | | \$14,060,200 | \$14,060,200 |
| 2014 | \$150,000 | \$11,064,200 | \$11,214,200 |
| 2015 | | \$11,066,100 | \$11,066,100 |
| 2016 | | \$11,065,700 | \$11,065,700 |
| 2017 | | \$11,068,000 | \$11,068,000 |

| Fiscal Year | General Fund Appropriation | Restricted Fund Appropriation | Total Appropriation |
|--------------------|---------------------------------------|--|--------------------------------|
| 2018 | | \$11,069,300 | \$11,069,300 |

Note: Beginning in December of 2002, the \$5 surcharge on moving violations, which funds the restricted portion of the appropriation, was doubled to \$10. The general fund appropriation was decreased for 2002 and was eliminated in 2003. Supplemental appropriations were approved in 2012 and 2014.



Jackson County



Eaton County

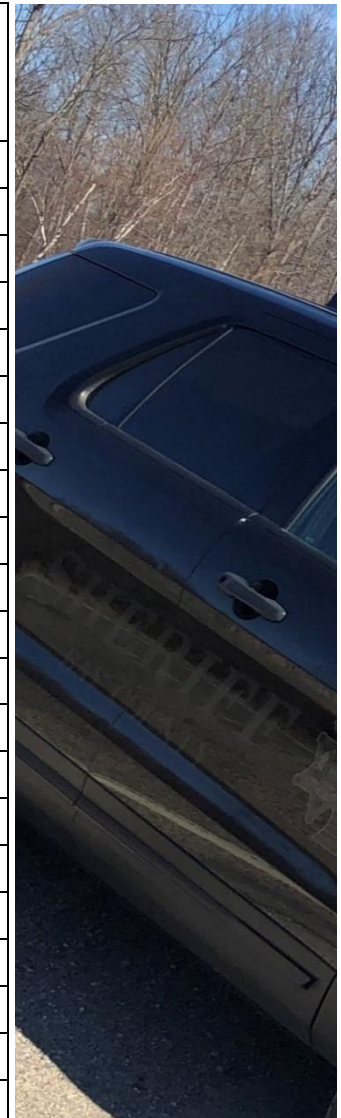
Personnel

The largest expenditure of SRP program funds is for personnel, including salaries and fringe benefits.

| | |
|--|---------|
| Number of Road Patrol Deputies in FY2018 | 2,446.7 |
| SRP Funded | 119.1 |
| County Funded | 2,327.6 |

The table below shows the number of SRP program deputies employed each fiscal year compared with CFRP deputies.

| | Fiscal Year | Program Year | SRP Deputies | County-Funded Deputies |
|--|-------------|------------------|--------------|------------------------|
| Historical Comparison of Number of SRP Deputies and County-Funded Road Patrol Deputies | 1979 | 1 st | 287 | 1,123 |
| | 1980 | 2 nd | 291.3 | N/A |
| | 1981 | 3 rd | 215.4 | N/A |
| | 1982 | 4 th | 194.2 | 1,296 |
| | 1983 | 5 th | 188.7 | 1,301.1 |
| | 1984 | 6 th | 176.7 | 1,310.2 |
| | 1985 | 7 th | 174.7 | 1294 |
| | 1986 | 8 th | 171.1 | 1,281.3 |
| | 1987 | 9 th | 170.1 | 1,301.9 |
| | 1988 | 10 th | 167 | 1,316.5 |
| | 1989 | 11 th | 173.7 | 1,304.5 |
| | 1990 | 12 th | 173.4 | 1,286.4 |
| | 1991 | 13 th | 159.5 | 1,302.5 |
| | 1992 | 14 th | 155.5 | 1,363.2 |
| | 1993 | 15 th | 150.5 | 1,695 |
| | 1994 | 16 th | 150 | 1,686 |
| | 1995 | 17 th | 150.1 | 1,769.9 |
| | 1996 | 18 th | 162.5 | 1,836.1 |
| | 1997 | 19 th | 164.7 | 1,908.2 |
| | 1998 | 20 th | 167.6 | 2,036.3 |
| | 1999 | 21 st | 175 | 2,102.4 |



| | | | | |
|--|------|------------------|-------|---------|
| | 2000 | 22 nd | 191 | 2,249.3 |
| | 2001 | 23 rd | 192 | 2,325.7 |
| | 2002 | 24 th | 192.7 | 2,367.5 |
| | 2003 | 25 th | 183 | 2,331.1 |
| | 2004 | 26 th | 181.8 | 2,358.8 |
| | 2005 | 27 th | 178.4 | 2,433.7 |
| | 2006 | 28 th | 175.5 | 2,433.5 |
| | 2007 | 29 th | 174.9 | 2,070 |
| | 2008 | 30 th | 170.5 | 2,227.3 |
| | 2009 | 31 st | 167.2 | 2,134 |
| | 2010 | 32 nd | 160.4 | 2,057.9 |
| | 2011 | 33 rd | 155 | 1,970.5 |
| | 2012 | 34 th | 144.8 | 2,112.9 |
| | 2013 | 35 th | 134.9 | 2,136.9 |
| | 2014 | 36 TH | 133.6 | 2,149 |
| | 2015 | 37 TH | 133.5 | 2,118.4 |
| | 2016 | 38 TH | 125.6 | 2,184.2 |
| | 2017 | 39 TH | 121.3 | 2,147.5 |
| | 2018 | 40 TH | 119.1 | 2,327.6 |



Beginning in 2006, County-Funded Road Patrol includes deputies funded with county funds, local government contracts, grants, or any other non-SRP program funding sources.

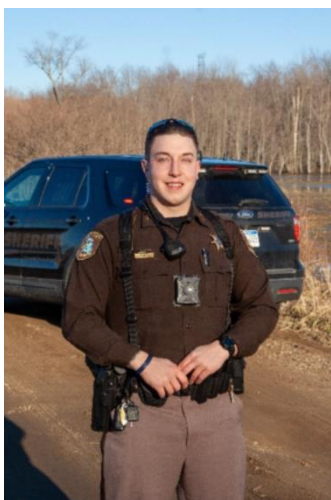
Activity

SRP program deputies may patrol, monitor for traffic law violations, and investigate accidents on county primary roads and county local roads. A deputy observing a criminal law violation while patrolling may make an arrest. Deputies may also take a criminal complaint in their patrol area if it is observed or brought to the deputy's attention while patrolling secondary roads. In addition, deputies aid motorists, serve as community traffic safety instructors, and patrol in county parks.

The activity data in the charts starting on page 41 is based on program reports submitted by each participating sheriff's office for FY2018. The level of traffic enforcement activity, a primary focus for the SRP program, continued to surpass that of the county-funded road patrol deputies.

Deputy of the Year Program

The SRP-416 Deputy of the Year Award was created to honor deputies or sergeants who show initiative, display a positive image of the sheriff's office, both on and off duty, and show outstanding work performance in the four service areas of the SRP program: patrolling and monitoring traffic violations, enforcing the law, investigating motor vehicle crashes, and providing emergency assistance. The awards program is sponsored by the OHSP in partnership with the MSA.



The outstanding job that Eaton County Sheriff's Deputy Jacob Larson is doing for the SRP program was recognized during the MSA Fall Training Conference when Larson received the 2018 Secondary Road Patrol – 416 Deputy of the Year Award. Larson has been performing SRP/416 duties since January 2018.

Deputy Larson is an officer committed to going beyond the stop. He uses traffic stops as an opportunity for both enforcement and intelligence gathering. He's leading the county patrol units in traffic stops and arrests. The traffic

enforcement numbers clearly show his desire and motivation to be out in the public and making a difference every day.

Monitoring

The OHSP's administrative responsibilities include monitoring the compliance of sheriffs' offices participating in the SRP program. Counties are selected each year for a monitoring review based on length of time since the previous monitoring review was conducted and the results of the previous monitoring review. In addition, a few counties are randomly chosen. The monitoring reviews are performed with the idea of working with the county to improve the SRP program, not to be punitive.

Compliance monitoring may take place through either random sampling or a monitoring review. These may be performed during an on-site visit to the sheriff's office or through an in-office desk review. An on-site visit to the county consists of an OHSP representative meeting with the county personnel who oversee the SRP program and financial functions. In many cases, the OHSP representative also has an opportunity to meet with the sheriff.

During monitoring, up to three primary areas may be examined: maintenance of effort, financial activities, and program compliance. To accomplish this, the OHSP representative may review the previous year's officer daily logs for all SRP deputies, reconcile expenditures reported during the program year, review the county's accounting procedures, and review the duty roster or schedule for MOE compliance.

As a result of monitoring, some counties may be asked to make certain changes in the way they conduct or administer their SRP program. These requests involve program and financial changes, which the OHSP later verifies to ensure the adjustments were made by the county.

The results of monitoring show the intent of most participating sheriffs' offices is to operate an SRP program to fully satisfy the requirements of Public Act 416 of 1978. The majority of participating sheriffs' offices satisfy the SRP program requirements and SRP

deputies are performing traffic-related duties on secondary roads the majority of the time.

In FY2018, OHSP conducted monitoring reviews on-site in one county. Eighty-three counties' financial activities were monitored through in-office desk reviews, and 40 counties received in-office desk reviews of various areas.

Law Enforcement Training

Training enables law enforcement officers to address traffic safety issues. It is important for law enforcement officers to stay current with techniques that enhance their effectiveness as well as protect their safety. The information can increase the knowledge and skills of officers who use traffic enforcement as a means to reduce crime, traffic fatalities, and injuries.

An Advanced Roadside Impaired Driving Enforcement (ARIDE) course, was held May 8 – 9 exclusively for SRP-416 personnel. The purpose of this 16-hour course is to increase an officer's ability to observe, identify, and articulate the signs of impairment related to drugs, alcohol, or a combination of both. The ARIDE program includes the Standardized Field Sobriety Testing (SFST) refresher class. There were 23 attendees.

Traffic Crashes

At the time of this report, complete crash data was available through December 31, 2017.

Exposure factors in 2017 showed an increase in vehicle miles traveled, vehicle registrations, and licensed drivers. The 2017 traffic fatality count was 1,028, down 3.4 percent from the 2016 figure of 1,064. Compared with 2016, injuries were down 1.7 percent and total crashes were up 0.9 percent.

The number of crashes varies greatly by county in Michigan due to the state's geography and demographics. Southeastern Michigan is densely populated, while the rest of the state is predominately rural, particularly in the Upper Peninsula.

Of all fatal crashes, 34.2 percent involved at least one impaired operator, bicyclist, or pedestrian. Excessive speed was indicated as the hazardous action for 10.5 percent of the drivers involved in fatal crashes.



SRP Program Expenditures

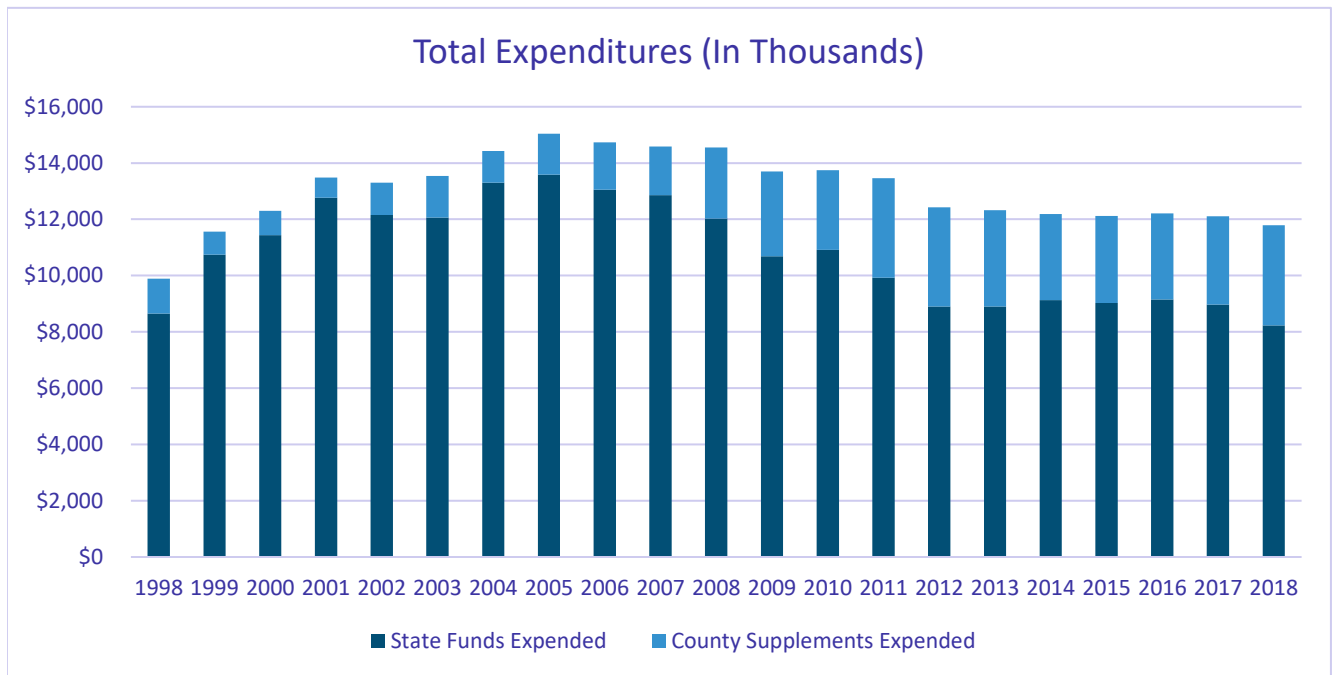
Counties develop budgets for the SRP program during August and provide the OHSP a best estimate of how SRP program funds will be utilized. Each county may develop a budget according to its own needs. Some counties include only salaries and wages, while others allocate funding for all SRP program expenses. In addition, some counties supplement the SRP program, while others choose to utilize only the available state funds.

In FY2018, the total reported program expenditures, including SRP state program funds and reported contributions of county funds, was \$11,791,638.81. This supported the full-time equivalent of 119.1 SRP deputies and related expenses, including personnel costs, salaries, equipment, vehicle maintenance, uniform allowances, and travel, equating to a total cost per deputy of \$99,006.20.

The breakdown between budget categories can fluctuate greatly from year to year and should not be used for multi-year comparisons. For example, a county may use a large percentage of its allocation for SRP program personnel costs one year, while choosing to purchase more equipment, such as a new vehicle, speed-measuring devices, or accident-investigation equipment, the next year.

The amount of county supplemental funds, which is included in the total reported program expenditures, can also fluctuate widely from year to year. Some counties choose to report only personnel and a few related expenses while absorbing the rest of

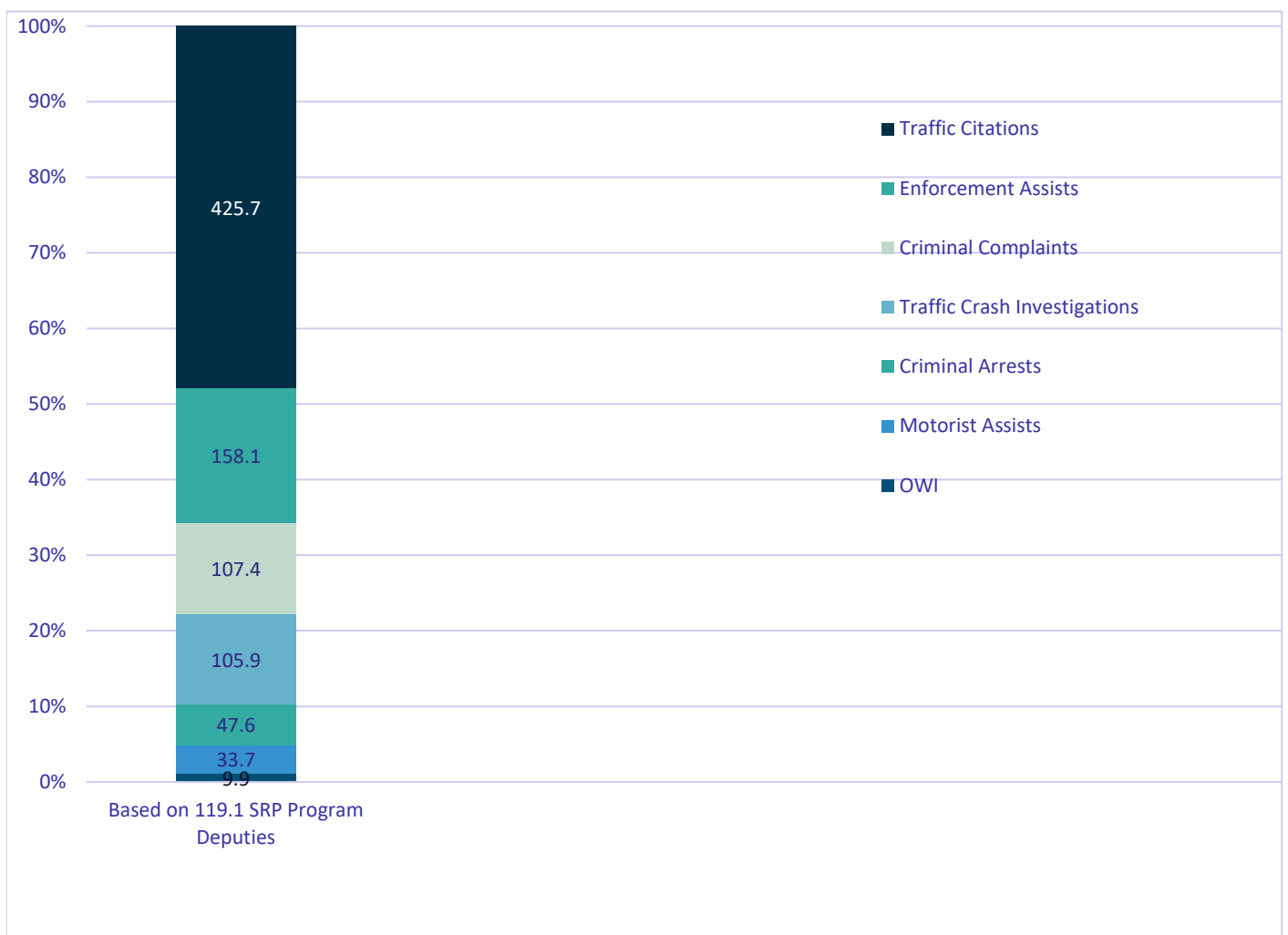
the cost of the SRP program into the overall county budget without reporting it to the OHSP. As a result, the county supplement should only be used as a general indicator of the degree of additional financial support that is provided by the counties for the SRP program and should not be used for year-to-year comparisons.





Synopsis of Activities

Average Activity Levels per SRP Program Deputy in FY2018



Cumulative SRP Program Figures for Participating Counties in FY2018

| | | | |
|--|------------------|--|---------------|
| Miles of Patrol | 2,577,288 | Traffic Stops | 83,581 |
| Verbal Warnings | 43,853 | Traffic Citations | 50,702 |
| Traffic Crash Investigations | 12,618 | OWI Arrests Involving Alcohol | 951 |
| OWI Arrests Involving Drugs | 232 | Criminal Reports | 12,789 |
| Criminal Arrests | 5,664 | Motorist Assists | 4,019 |
| Law Enforcement Assists to Their Own Agency | 10,655 | Law Enforcement Assists to Other Agencies | 8,169 |
| Calls for Assistance in County Parks | 134 | Citations in County Parks | 240 |
| Non-Traffic Arrests in County Parks | 191 | Community Safety Training Sessions | 405 |
| Citizens Instructed | 17,594 | | |

Conclusion

Section 51.77(9) of P.A. 416 requires OHSP to conduct an “annual impact and costs effectiveness study of state, county, and municipal road patrol and accident prevention efforts” from the 1 percent annual appropriated to the SRP program for administrative, planning, and reporting purposes. This amount is insufficient to administer the SRP program for the counties, appropriately monitor use of the funding, and also conduct an impact and cost effectiveness study on an annual basis. Therefore, this annual report only documents activity performed by deputies funded under the SRP program for the past year and provides data from previous years for comparison purposes. High visibility enforcement efforts, like the SRP program, are a recognized best practice for having a positive impact on driver behavior and enhancing efforts to reduce traffic crashes, fatalities, and injuries.

Public Act 416 of 1978

Executive Order 1989-4 (October 1, 1989) transferred administration of the SRP program from the Department of Management and Budget Office of Criminal Justice to the Department of State Police Office of Highway Safety Planning. References to “Office of Criminal Justice” may, therefore, be replaced with “Office of Highway Safety Planning”.

Sec. 51.76

(1) As used in this section, “county primary roads”, “county local roads”, and “state trunk line highways” mean the same as those terms are defined in Act No. 51 of the Public Acts of 1951, as amended, being sections 247.651 to 247.673 of the Michigan Compiled Laws. However, state trunk line highways does not include freeways as defined in section 18a of Act No. 300 of the Public Acts of 1949, being section 257.18a of the Michigan Compiled Laws.

(2) Each sheriff’s department shall provide the following services within the county in which it is established and shall be the law enforcement agency primarily responsible for providing the following services on county primary roads and county local roads within that county, except for those portions of the county primary roads and county local roads within the boundaries of a city or village; and on those portions of any other highway or road within the boundaries of a county park within that county.

(a) Patrolling and monitoring traffic violations.

(b) Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff’s departments while providing the patrolling and monitoring required by this subsection.

(c) Investigating accidents involving motor vehicles.

(d) Providing emergency assistance to persons on or near a highway or road patrolled and monitored as required by this subsection.

(3) Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide the services described in subsection (2)(a), (c), and (d) on those portions of county primary roads and county local roads and state trunk line highways within the boundaries of the city or village, which are designated by the city or village in the resolution. Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide a vehicle inspection program on those portions of the county primary roads and county local roads within the boundaries of the city or village, which are designated by the legislative body of the city or village in the resolution. A resolution adopted by a city or village under this subsection shall not take effect unless the resolution is approved by the county board of commissioners of the county in which the city or village is located. A resolution of the city or village which is neither approved or disapproved by the county board of commissioners shall be considered approved by the county board of commissioners. A resolution adopted by a city or village to request services under this subsection shall be void if the city or village reduces the number of sworn law enforcement officers employed by the city or village below the highest number of sworn law enforcement officers employed by the city or village at any time within the 36 months immediately preceding the adoption of the resolution. A concurrent resolution adopted by a majority vote of the Senate and the House of Representatives which states that the city or village is required to reduce general services because of economic conditions and is not reducing law enforcement services shall be presumptive that the city or village has not violated the strictures of this subsection.

(4) This section shall not be construed to decrease the statutory or common law powers and duties of the law enforcement agencies of this state or of a county, city, village, or township of this state.

Sec. 51.77

(1) Before a county may obtain its grant from the amount annually appropriated for secondary road patrol and traffic accident prevention to implement section 76, the county shall enter into an agreement for the secondary road patrol and traffic accident prevention services with the office of criminal justice. A county applying for a grant for secondary road patrol and traffic accident prevention shall provide information relative to the services to be provided under section 76 by the sheriff's department of the county, which information shall be submitted on forms provided by the office of criminal justice. By April 1 of each year following a year for which the county received an allocation, a county which receives a grant for secondary road patrol and traffic accident prevention shall submit a report to the office of criminal justice on a form provided by the office of criminal justice. The report shall contain the information described in subsection (6). An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions and is not merely reducing law enforcement services.

(2) A grant received by a county for secondary road patrol and traffic accident prevention shall be expended only for the purposes described in section 76 pursuant to the recommendations of the sheriff of that county, and which are approved by the county board of commissioners. The recommendations shall be relative to the following matters:

(a) Employing additional personnel to provide the services described in section 76(2) and (3).

(b) Purchasing additional equipment for providing the services described in section 76(2) and (3) and operating and maintaining that equipment.

(c) Enforcing laws in state parks and county parks within the county.

(d) Providing selective motor vehicle inspection programs.

(e) Providing traffic safety information and education programs in addition to those programs provided before September 28, 1978.

(3) The sheriff's department of a county is required to provide the expanded services described in section 76 only to the extent that state funds are provided.

(4) For the fiscal years beginning October 1, 1980, and October 1, 1981, a county's share of the amount annually appropriated for secondary road patrol and traffic accident prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to section 12 of Act No. 51 of the Public Acts of 1951, as amended, being section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976, through June 30, 1977. County primary roads and county local roads within the boundaries of a city or village shall not be used in determining the percentage under this section unless the sheriff's department of the county is providing the services described in section 76(2) and (3) within the city or village pursuant to an agreement between the county and the city or village adopted after October 1, 1978. The agreement shall not be reimbursable under the formula described in this subsection unless the city or village is required to reduce general services because of economic conditions and is not merely reducing law enforcement services.

(5) From the amount annually appropriated for secondary road patrol and traffic accident prevention, the office of criminal justice may be allocated up to 1% for administrative, planning, and reporting purposes.

(6) The annual report required under subsection (1) shall include the following:

(a) A description of the services provided by the sheriff's department of the county under section 76, other than the services provided in a county park.

(b) A description of the services provided by the sheriff's department of the county under section 76 in county parks in the county.

(c) A copy of each resolution by a city or village of the county which requests the sheriff's department of the county to provide the services described in section 76.

(d) A copy of each contract between a county and a township of the county in which township the sheriff's department is providing a law enforcement service.

(e) The recommendations of the sheriff's department of the county on methods of improving the services provided under section 76; improving the training programs of law enforcement officers; and improving the communications system of the sheriff's department.

(f) The total number of sworn officers in the sheriff's department.

(g) The number of sworn officers in the sheriff's department assigned to road safety programs.

(h) The accident and fatality data for incorporated and unincorporated areas of the county during the preceding calendar year.

(i) The crime statistics for the incorporated and unincorporated areas of the county during the preceding calendar year.

(j) The law enforcement plan developed under subsection (7).

(k) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in the county.

(l) Other information required by the department of management and budget.

(7) The sheriff of each county, the director of the department of state police, and the director of the office of criminal justice or their authorized representatives shall meet and develop a law enforcement plan for the unincorporated areas of the county. The law enforcement plan shall be reviewed and updated periodically.

(8) Before May 1 of each year, the office of criminal justice shall submit a report to the legislature. The report shall contain the following:

(a) A copy of each initial report filed before April 1 of that year and a copy of each annual report filed before April 1 of that year under subsection (6).

(b) The recommendations of the office of criminal justice on methods of improving the coordination of the law enforcement agencies of this state and the counties, cities, villages, and townships of this state; improving the training programs for law enforcement officers; and improving the communications systems of those agencies.

(c) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in this state.

(9) From the 1% allocated to the office of criminal justice for administration, planning, and reporting, the office of criminal justice shall conduct an impact and cost effectiveness study which will review state, county, and local road patrol and traffic accident prevention efforts. This study shall be conducted in cooperation with the Michigan sheriffs' association, the Michigan association of chiefs of police, and the department of state police. Annual reports on results of the study shall be submitted to the senate and house appropriations committees by April 1 of each year.

Tables, Charts, and Graphs

Statewide Program Budget per Expense Category

| Expense Category | Budget ³ | % of Total Budget |
|-------------------|---------------------|-------------------|
| Personnel | 11,336,440 | 89.4% |
| Automotive | 909,502 | 7.2% |
| Equipment | 92,809 | .7% |
| Operating Expense | 168,500 | 1.3% |
| Indirect Costs | 174,140 | 1.4% |
| Total | 12,681,391 | 100% |

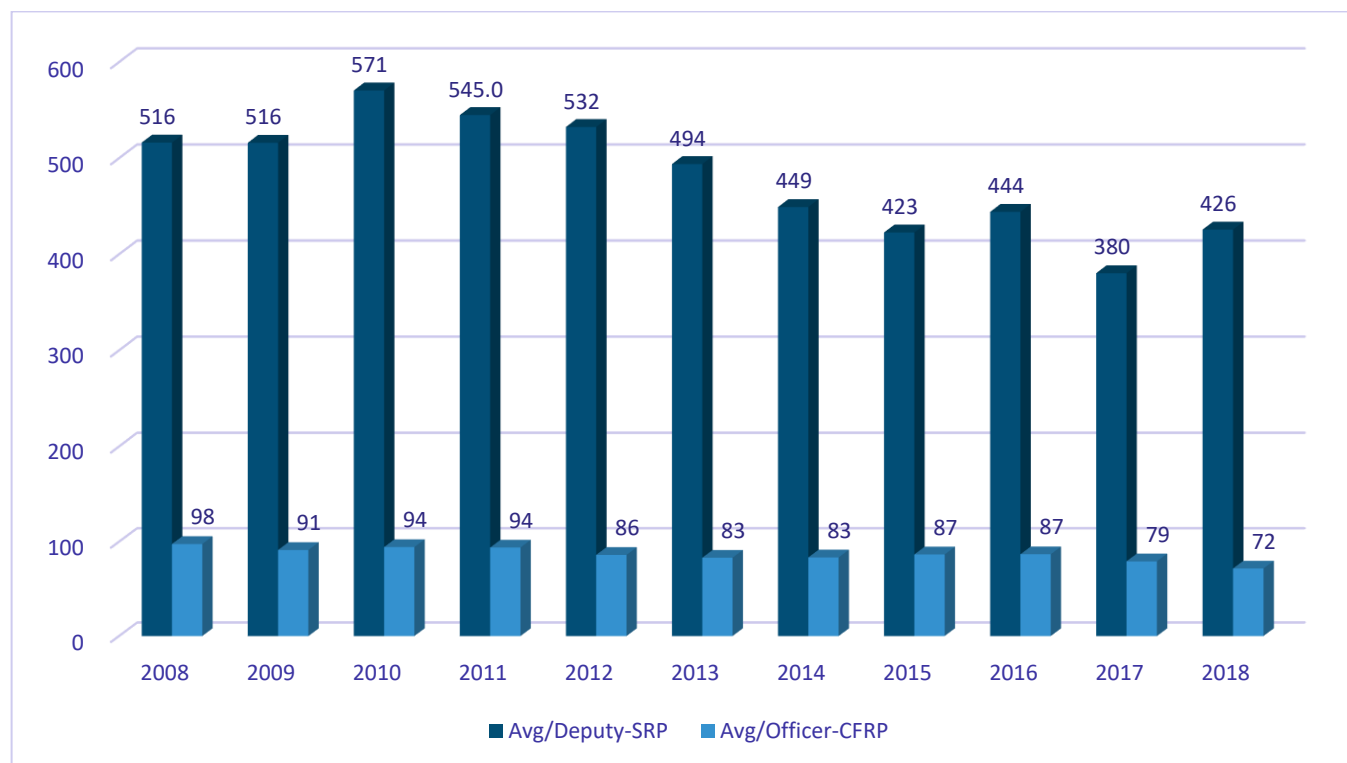
History of SRP Program Funds Available and Expended

| Fiscal Year | State Funds Available to Counties | State Funds Expended by Counties | County Contributions Expended |
|-------------|-----------------------------------|----------------------------------|-------------------------------|
| 1979 | 8,700,000 | 7,363,066 | 8,000 |
| 1980 | 8,400,000 | 7,821,779 | 118,200 |
| 1981 | 6,293,700 | 5,771,668 | 107,900 |
| 1982 | 6,275,000 | 6,236,537 | 108,600 |
| 1983 | 6,200,000 | 5,948,375 | 222,700 |
| 1984 | 6,500,000 | 6,302,485 | 280,900 |
| 1985 | 6,700,000 | 6,476,408 | 241,000 |
| 1986 | 7,100,000 | 6,847,170 | 209,200 |
| 1987 | 7,300,000 | 6,948,671 | 256,000 |
| 1988 | 7,424,000 | 7,087,056 | 301,400 |
| 1989 | 7,423,900 | 7,070,364 | 661,500 |
| 1990 | 7,239,500 | 6,757,680 | 604,900 |
| 1991 | 6,507,800 | 6,058,307 | 857,400 |
| 1992 | 5,664,999 | 5,519,269 | 1,320,600 |
| 1993 | 6,204,340 | 6,173,778 | 1,237,700 |

³ Includes state funds and county supplements

| Fiscal Year | State Funds Available to Counties | State Funds Expended by Counties | County Contributions Expended |
|-------------|-----------------------------------|----------------------------------|-------------------------------|
| 1994 | 6,000,000 | 5,815,355 | 1,591,100 |
| 1995 | 7,200,000 | 6,984,916 | 1,284,500 |
| 1996 | 8,900,000 | 8,583,919 | 716,200 |
| 1997 | 9,400,000 | 9,101,059 | 887,100 |
| 1998 | 9,000,000 | 8,649,438 | 1,237,900 |
| 1999 | 11,500,000 | 10,739,979 | 818,500 |
| 2000 | 12,000,000 | 11,435,192 | 861,800 |
| 2001 | 13,500,000 | 12,766,294 | 721,500 |
| 2002 | 12,385,600 | 12,156,256 | 1,147,000 |
| 2003 | 12,385,600 | 12,063,463 | 1,478,000 |
| 2004 | 13,866,731 | 13,298,815 | 1,130,000 |
| 2005 | 13,872,000 | 13,586,872 | 1,458,000 |
| 2006 | 13,300,000 | 13,051,369 | 1,684,000 |
| 2007 | 13,800,000 | 13,031,927 | 1,721,000 |
| 2008 | 12,300,000 | 12,022,656 | 2,517,000 |
| 2009 | 11,236,000 | 10,690,221 | 3,009,000 |
| 2010 | 11,300,000 | 10,916,730 | 2,826,825 |
| 2011 | 10,000,000 | 9,925,373 | 3,538,000 |
| 2012 | 9,000,000 | 8,895,950 | 3,532,000 |
| 2013 | 9,000,000 | 8,897,319 | 3,430,066 |
| 2014 | 9,300,000 | 9,124,889 | 3,066,044 |
| 2015 | 9,300,000 | 9,027,012 | 3,090,226 |
| 2016 | 9,300,000 | 9,155,373 | 3,060,237 |
| 2017 | 9,300,000 | 8,969,228 | 3,142,932 |
| 2018 | 8,300,000 | 8,228,701 | 3,562,938 |

Average Traffic Citations per Deputy



Activity Averages per SRP Deputy

| Year | Traffic Crash Investigations | OWI Arrests | Motorist Assists | Criminal Arrests | Criminal Reports | Law Enforcement Assists |
|------|------------------------------|-------------|------------------|------------------|------------------|-------------------------|
| 2008 | 103.6 | 11.9 | 38.4 | 41.8 | 86.0 | 140.9 |
| 2009 | 90.2 | 10.6 | 35.7 | 37.9 | 82.1 | 132.2 |
| 2010 | 89.4 | 9.9 | 36.0 | 38.3 | 88.0 | 135.8 |
| 2011 | 80.7 | 9.5 | 35.9 | 44.5 | 94.7 | 129.9 |
| 2012 | 86.4 | 10.2 | 29.4 | 41.4 | 105.2 | 129.2 |
| 2013 | 99 | 9.3 | 28.7 | 52.3 | 113.3 | 133.0 |
| 2014 | 96 | 8.9 | 34.6 | 43.2 | 102.5 | 120.3 |
| 2015 | 95 | 8.8 | 34.6 | 44.3 | 108.2 | 141.8 |
| 2016 | 92 | 9.8 | 29.6 | 49.8 | 105.7 | 152.4 |
| 2017 | 94 | 10.8 | 32.4 | 52.0 | 108.4 | 157.8 |
| 2018 | 105.9 | 9.9 | 33.7 | 47.6 | 107.4 | 158.1 |

2016 – 2017 Michigan Traffic Crash Facts

Translating into a fatality rate of 1.0 per 100 million miles of travel, down 5.8 percent from 2016, but above the 10-year average of 0.97 (2008-2017), the 2017 traffic fatality county was 1,028.

Vehicle miles traveled were up 2.6 percent to 101.8 billion, motor vehicle registrations increased 1.2 percent to 8.5 million, and the number of licensed drivers was up 0.3 percent to 7.2 million.

Statewide Summary: 1 Year Trends

| | 2016 | 2017 | Percent of Change |
|--|-------------|-------------|-------------------|
| <i>Number of Crashes</i> | | | |
| Fatal Crashes | 980 | 937 | -4.4 |
| Personal Injury Crashes | 57,964 | 57,263 | -1.2 |
| Property Damage Crashes | 253,228 | 256,721 | 1.4 |
| Total | 312,172 | 314,921 | 0.9 |
| <i>Alcohol-Involved Crashes</i> | | | |
| Fatal Crashes | 254 | 320 | 26.0 |
| Personal Injury Crashes | 3,962 | 4,110 | 3.7 |
| Property Damage Crashes | 5,553 | 5,835 | 5.1 |
| Total | 9,769 | 10,256 | 5.1 |
| <i>Fatal Crashes</i> | | | |
| Had Been Drinking | 254 (25.9%) | 320 (34.2%) | 26.0 |
| Had Not Been Drinking/Not Known if Drinking | 726 (74.1%) | 617 (65.8%) | -15.0 |
| <i>Persons in Crashes</i> | | | |
| Killed | 1,064 | 1,028 | -3.4 |

| | 2016 | 2017 | Percent of Change |
|---|---------------|---------------|-------------------|
| <i>Persons in Crashes</i> | | | |
| Injured | 79,724 | 78,394 | -1.7 |
| Not Injured | 505,633 | 507,151 | 0.3 |
| Unknown Injury | 48,377 | 50,226 | 3.8 |
| Total | 634,798 | 636,799 | 0.3 |
| <i>Persons in Alcohol-Involved Crashes</i> | | | |
| Killed | 274 | 359 | 31.0 |
| Injured | 5,507 | 5,685 | 3.2 |
| Not Injured | 11,318 | 11,865 | 4.8 |
| Unknown Injury | 1,247 | 1,217 | -2.4 |
| Total | 18,346 | 19,126 | 4.3 |
| <i>Persons Injured by Gender</i> | | | |
| Male | 36,948 | 36,101 | -2.3 |
| Female | 42,707 | 42,261 | -1.0 |
| Unknown Gender | 69 | 32 | -53.6 |
| Total | 79,724 | 78,394 | -1.7 |
| <i>Persons Injured by Severity</i> | | | |
| “A” Injury | 5,634 | 6,084 | 8.0 |
| “B” Injury | 19,651 | 20,458 | 4.1 |
| “C” Injury | 54,439 | 51,852 | -4.8 |
| Total | 79,724 | 78,394 | -1.7 |

Source: <https://www.michigantrafficcrashfacts.org/pub/2017/state-wide>



Genesee County

2018 Secondary Road Patrol Summary from Semi-Annual Reports

| COUNTY | AVERAGE SWORN OFFICERS | AVERAGE COUNTY ROAD PATROL OFFICERS | AVERAGE SRP OFFICERS | TOTAL MILES BY SRP OFFICERS | TOTAL MILES BY COUNTY ROAD PATROL | TOTAL STOPS BY SRP OFFICERS | TOTAL STOPS BY COUNTY ROAD PATROL |
|----------------|------------------------------|--|-------------------------|--------------------------------|---|--------------------------------|---|
| ALCONA | 10 | 9 | 1 | 24,971 | 243,033 | 105 | 1,073 |
| ALGER | 7 | 0 | 0.38 | 11,191 | 0 | 146 | 0 |
| ALLEGAN | 52 | 41 | 3 | 87,716 | 746,733 | 4,443 | 11,479 |
| ALPENA | 20.75 | 20.5 | 1 | 19,669 | 194,072 | 298 | 1,579 |
| ANTRIM | 22 | 16 | 0.5 | 12,844 | 228,255 | 400 | 1,465 |
| ARENAC | 14 | 9 | 1 | 20,102 | 125,542 | 945 | 2,743 |
| BARAGA | 5 | 4 | 0.42 | 10,226 | 39,003 | 195 | 701 |
| BARRY | 31 | 14 | 1 | 25,966 | 290,178 | 661 | 2,177 |
| BAY | 38.25 | 34.25 | 3 | 67,757 | 376,827 | 3,856 | 10,348 |
| BENZIE | 15 | 10 | 1 | 18,738 | 136,158 | 367 | 1,149 |
| BERRIEN | 135.75 | 65.75 | 2 | 42,790 | 617,931 | 999 | 4,781 |
| BRANCH | 14 | 8 | 1 | 26,581 | 197,464 | 1,864 | 726 |
| CALHOUN | 86 | 37 | 2 | 34,457 | 188,550 | 1,297 | 5,174 |
| CASS | 21 | 18 | 1 | 16,021 | 314,552 | 296 | 830 |
| CHARLEVOIX | 20 | 19 | 1 | 23,197 | 303,175 | 163 | 865 |
| CHEBOYGAN | 38 | 12 | 0.9 | 22,966 | 210,947 | 218 | 2,943 |
| CHIPPEWA | 22 | 6 | 2 | 65,604 | 292,182 | 666 | 384 |
| CLARE | 32 | 16 | 1 | 23,232 | 261,919 | 694 | 1,314 |
| CLINTON | 26 | 16 | 1 | 28,617 | 375,563 | 1,120 | 13,142 |
| CRAWFORD | 21 | 13 | 1 | 15,961 | 135,709 | 631 | 2,022 |
| DELTA | 14 | 8 | 1 | 56,265 | 139,992 | 1,291 | 958 |
| DICKINSON | 15.25 | 6.4 | 1.6 | 33,513 | 93,916 | 592 | 896 |
| EATON | 61.75 | 40.75 | 2 | 45,134 | n/a | 1,659 | 5,739 |
| EMMET | 25.25 | 16.25 | 1 | 22,575 | 225,921 | 913 | 2,315 |
| GENESEE | 268 | 116.4 | 3.6 | 39,501 | 209,916 | 1,437 | 3,205 |
| GLADWIN | 15.75 | 8.75 | 1 | 23,038 | 144,779 | 530 | 2,206 |
| GOGEBIC | 24 | 15.5 | 0.5 | 12,033 | 175,836 | 171 | 1,217 |
| GRAND TRAVERSE | 66 | 52 | 1 | 16,095 | 882,136 | 556 | 11,502 |

| COUNTY | AVERAGE SWORN OFFICERS | AVERAGE COUNTY ROAD PATROL OFFICERS | AVERAGE SRP OFFICERS | TOTAL MILES BY SRP OFFICERS | TOTAL MILES BY COUNTY ROAD PATROL | TOTAL STOPS BY SRP OFFICERS | TOTAL STOPS BY COUNTY ROAD PATROL |
|-------------|------------------------------|--|-------------------------|--------------------------------|---|--------------------------------|---|
| GRATIOT | 29 | 19.75 | 2 | 70,623 | 393,486 | 1,440 | 9,295 |
| HILLSDALE | 32 | 21 | 1 | 18,927 | 58,715 | 1,361 | 1,145 |
| HOUGHTON | 16 | 14 | 2 | 32,395 | 131,363 | 509 | 902 |
| HURON | 31 | 13 | 0.78 | 13,068 | 320,588 | 156 | 1,698 |
| INGHAM | 89.25 | 37.25 | 3 | 78,017 | 434,059 | 1,698 | 5,414 |
| IONIA | 26 | 25.2 | 0.8 | 15,449 | 275,030 | 496 | 3,348 |
| IOSCO | 7 | 2 | 0.96 | 49,858 | 26,434 | 1,025 | 104 |
| IRON | 10 | 6 | 1 | 19,990 | 72,526 | 409 | 312 |
| ISABELLA | 15 | 14 | 1 | 18,188 | 254,501 | 306 | 1,577 |
| JACKSON | 52 | 40 | 2 | 38,303 | 614,651 | 1,914 | 7,044 |
| KALAMAZOO | 162.75 | 40.75 | 2 | 36,329 | 634,948 | 1,781 | 8,194 |
| KALKASKA | 18 | 9 | 1 | 24,173 | 226,414 | 1,251 | 573 |
| KENT | 496.25 | 138.5 | 3 | 56,811 | 1,719,177 | 1,183 | 20,049 |
| KEWEENAW | 6.5 | 6 | 0.5 | 26,308 | 80,792 | 114 | 235 |
| LAKE | 20.75 | 10 | 0.5 | 9,359 | 153,901 | 154 | 1,376 |
| LAPEER | 80 | 42 | 1.25 | 25,035 | 625,072 | 1,369 | 9,016 |
| LEELANAU | 20 | 13 | 1 | 28,530 | 304,107 | 383 | 2,231 |
| LENAWEE | 42 | 27 | 1 | 22,299 | 495,036 | 1,251 | 4,392 |
| LIVINGSTON | 58 | 32 | 2 | 38,626 | 699,564 | 1,459 | 5,995 |
| LUCE | 5 | 3 | 0.4 | 8,701 | 52,093 | 292 | 590 |
| MACKINAC | 14 | 8.5 | 0.5 | 10,970 | 288,693 | 207 | 1,986 |
| MACOMB | 257 | 200.5 | 3.9375 | 40,800 | 600,000 | 1,991 | 16,100 |
| MANISTEE | 10.5 | 9.5 | 1 | 38,548 | 159,068 | 1,144 | 1,066 |
| MARQUETTE | 24 | 11 | 2 | 37,753 | 185,678 | 1,034 | 2,372 |
| MASON | 19 | 19 | 1 | 15,503 | 196,513 | 236 | 2,227 |
| MECOSTA | 23 | 16 | 1 | 28,635 | 335,275 | 847 | 2,321 |
| MENOMINEE | 15 | 10 | 1 | 19,663 | 299,395 | 113 | 962 |
| MIDLAND | 40 | 20.5 | 1.5 | 39,490 | 401,255 | 1,920 | 5,225 |
| MISSAUKEE | 10 | 7 | 0.33 | 29,827 | 194,674 | 340 | 1,679 |
| MONROE | 72 | 46 | 2 | 47,201 | 698,724 | 564 | 4,541 |
| MONTCALM | 18.25 | 17.25 | 1 | 24,883 | 210,373 | 958 | 1,422 |
| MONTMORENCY | 11.25 | 10.75 | 0.39 | 16,960 | 166,433 | 32 | 826 |
| MUSKEGON | 74 | 24 | 2 | 30,737 | 631,330 | 276 | 1,412 |

| COUNTY | AVERAGE SWORN OFFICERS | AVERAGE COUNTY ROAD PATROL OFFICERS | AVERAGE SRP OFFICERS | TOTAL MILES BY SRP OFFICERS | TOTAL MILES BY COUNTY ROAD PATROL | TOTAL STOPS BY SRP OFFICERS | TOTAL STOPS BY COUNTY ROAD PATROL |
|--------------|------------------------------|--|-------------------------|--------------------------------|---|--------------------------------|---|
| NEWAYGO | 27 | 12.5 | 1 | 44,390 | 230,652 | 684 | 2,100 |
| OAKLAND | 670 | 309.5 | 5 | 94,836 | ** | 4,246 | ** |
| OCEANA | 21 | 11 | 1 | 22,634 | 262,031 | 248 | 1,941 |
| OGEMAW | 13.5 | 10 | 1 | 16,573 | 95,518 | 344 | 7,203 |
| ONTONAGON | 5.75 | 5.75 | 0.5 | 11,485 | 61,238 | 3 | 187 |
| OSCEOLA | 20 | 12 | 1 | 22,122 | 163,291 | 103 | 1,298 |
| OSCODA | 10.25 | 8 | 1 | 22,299 | 137,999 | 526 | 464 |
| OTSEGO | 10.75 | 8.75 | 1 | 8,521 | 105,152 | 29 | 1,734 |
| OTTAWA | 142 | 63 | 2 | 51,135 | 847,860 | 1,619 | 29,921 |
| PRESQUE ISLE | 12 | 9.1 | 0.9 | 22,400 | 194,764 | 261 | 1,004 |
| ROSCOMMON | 26 | 18 | 1 | 30,162 | 282,196 | 849 | 4,325 |
| SAGINAW | 58 | 34 | 2 | 43,832 | 655,293 | 1,373 | 3,956 |
| ST. CLAIR | 78 | 50 | 1 | 18,035 | 0 | 976 | 0 |
| ST. JOSEPH | 29 | 20 | 2 | 35,358 | 214,577 | 1,293 | 2,964 |
| SANILAC | 27 | 15 | 1 | 36,096 | 374,586 | 2,520 | 3,366 |
| SCHOOLCRAFT | 15.5 | 1.485 | 1.235 | 10,235 | 5,265 | 145 | 53 |
| SHIAWASSEE | 25 | 22 | 1 | 26,168 | 157,522 | 3,100 | 1,692 |
| TUSCOLA | 26 | 14 | 1 | 25,297 | 217,726 | 759 | 2,953 |
| VAN BUREN | 71 | 25 | 2 | 39,420 | 428,392 | 895 | 3,572 |
| WASHTENAW | 147 | 107 | 1.3333 | 23,208 | 66,580 | 1,033 | 330 |
| WAYNE | 528 | 11 | 8.4 | 106,294 | 59,592 | 7,802 | 1,161 |
| WEXFORD | 23 | 14.5 | 1 | 8,069 | 0 | 47 | 0 |
| TOTALS | 4,911.0 | 2,327.6 | 119.1 | 2,577,288 | 23,650,391 | 83,581 | 288,786 |

| COUNTY | TOTAL VERBAL WARNINGS BY SRP OFFICERS | TOTAL VERBAL WARNINGS BY COUNTY ROAD PATROL | TOTAL CITATIONS BY SRP OFFICERS | TOTAL CITATIONS BY COUNTY ROAD PATROL | TOTAL CITATIONS IN COUNTY PARKS | NON-TRAFFIC ARRESTS IN COUNTY PARKS | CALLS FOR ASSISTANCE IN COUNTY PARKS |
|----------------|---|--|------------------------------------|---|------------------------------------|---|--|
| ALCONA | 60 | 1,125 | 72 | 323 | 0 | 0 | 0 |
| ALGER | 68 | 0 | 98 | 0 | 0 | 0 | 0 |
| ALLEGAN | 1,881 | 9,063 | 2,904 | 4,454 | 0 | 0 | 0 |
| ALPENA | 240 | 1,237 | 58 | 342 | 3 | 1 | 5 |
| ANTRIM | 194 | 1,264 | 231 | 291 | 0 | 0 | 0 |
| ARENAC | 635 | 1,813 | 358 | 1,530 | 0 | 0 | 0 |
| BARAGA | 182 | 686 | 49 | 123 | 0 | 0 | 0 |
| BARRY | 518 | 2,093 | 189 | 522 | 0 | 0 | 0 |
| BAY | 989 | 7,713 | 2,699 | 2,635 | 0 | 0 | 0 |
| BENZIE | 316 | 928 | 50 | 221 | 0 | 0 | 0 |
| BERRIEN | 598 | 3,801 | 1,088 | 2,720 | 0 | 66 | 30 |
| BRANCH | 480 | 4 | 1,935 | 194 | 0 | 0 | 9 |
| CALHOUN | 403 | 1,908 | 967 | 3,665 | 0 | 0 | 0 |
| CASS | 88 | 695 | 297 | 278 | 0 | 0 | 0 |
| CHARLEVOIX | 183 | 687 | 29 | 217 | 0 | 0 | 0 |
| CHEBOYGAN | 70 | 2,330 | 200 | 1,064 | 0 | 0 | 0 |
| CHIPPEWA | 501 | 350 | 195 | 167 | 0 | 0 | 0 |
| CLARE | 363 | 995 | 331 | 319 | 0 | 0 | 0 |
| CLINTON | 539 | 4,966 | 585 | 8,530 | 0 | 0 | 7 |
| CRAWFORD | 204 | 1,243 | 524 | 1,111 | 0 | 0 | 0 |
| DELTA | 1,036 | 644 | 228 | 176 | 0 | 0 | 0 |
| DICKINSON | 503 | 687 | 151 | 251 | 0 | 0 | 0 |
| EATON | 1,274 | 3,895 | 476 | 1,813 | 0 | 0 | 1 |
| EMMET | 834 | 2,156 | 79 | 159 | 0 | 0 | 0 |
| GENESEE | 1,328 | 2,981 | 224 | 486 | 0 | 0 | 0 |
| GLADWIN | 438 | 1,485 | 253 | 897 | 0 | 0 | 0 |
| GOGEBIC | 51 | 160 | 58 | 737 | 0 | 0 | 0 |
| GRAND TRAVERSE | 344 | 9,425 | 201 | 2,087 | 0 | 0 | 0 |
| GRATIOT | 498 | 6,385 | 1,123 | 3,844 | 0 | 0 | 2 |
| HILLSDALE | 1,167 | 739 | 223 | 484 | 0 | 0 | 0 |
| HOUGHTON | 410 | 724 | 108 | 178 | 0 | 0 | 0 |
| HURON | 174 | 3,364 | 46 | 801 | 0 | 0 | 0 |

| COUNTY | TOTAL VERBAL WARNINGS BY SRP OFFICERS | TOTAL VERBAL WARNINGS BY COUNTY ROAD PATROL | TOTAL CITATIONS BY SRP OFFICERS | TOTAL CITATIONS BY COUNTY ROAD PATROL | TOTAL CITATIONS IN COUNTY PARKS | NON-TRAFFIC ARRESTS IN COUNTY PARKS | CALLS FOR ASSISTANCE IN COUNTY PARKS |
|-------------|---|--|------------------------------------|---|------------------------------------|---|--|
| INGHAM | 790 | 3,721 | 828 | 1,544 | 19 | 2 | 16 |
| IONIA | 412 | 2,656 | 94 | 874 | 0 | 0 | 0 |
| IOSCO | 936 | 60 | 173 | 75 | 0 | 0 | 0 |
| IRON | 347 | 289 | 66 | 82 | 0 | 0 | 0 |
| ISABELLA | 173 | 628 | 175 | 456 | 0 | 0 | 0 |
| JACKSON | 1,136 | 5,210 | 821 | 1,970 | 0 | 0 | 0 |
| KALAMAZOO | 698 | 8,030 | 1,765 | 4,159 | 0 | 0 | 0 |
| KALKASKA | 894 | 21 | 402 | 733 | 0 | 0 | 0 |
| KENT | 314 | 13,792 | 1,042 | 6,378 | 0 | 0 | 0 |
| KEWEENAW | 97 | 184 | 17 | 41 | 0 | 0 | 0 |
| LAKE | 151 | 1,021 | 62 | 481 | 0 | 0 | 0 |
| LAPEER | 970 | 5,204 | 336 | 1,254 | 0 | 0 | 0 |
| LEELANAU | 328 | 2,092 | 99 | 476 | 2 | 0 | 0 |
| LENAWEE | 124 | 1,937 | 1,208 | 2,523 | 0 | 0 | 0 |
| LIVINGSTON | 101 | 3,482 | 1,520 | 2,513 | 0 | 0 | 0 |
| LUCE | 287 | 673 | 57 | 154 | 0 | 0 | 0 |
| MACKINAC | 146 | 1,182 | 102 | 925 | 0 | 0 | 0 |
| MACOMB | 934 | 800 | 1,915 | 14,000 | 0 | 0 | 0 |
| MANISTEE | 863 | 899 | 212 | 185 | 0 | 0 | 0 |
| MARQUETTE | 983 | 1,924 | 475 | 1,002 | 0 | 0 | 0 |
| MASON | 165 | 2,821 | 76 | 374 | 0 | 0 | 0 |
| MECOSTA | 692 | 1,764 | 215 | 965 | 0 | 0 | 0 |
| MENOMINEE | 123 | 926 | 11 | 308 | 0 | 0 | 0 |
| MIDLAND | 1,284 | 2,818 | 636 | 2,407 | 0 | 0 | 2 |
| MISSAUKEE | 261 | 1,541 | 81 | 374 | 0 | 0 | 0 |
| MONROE | 116 | not captured | 586 | 2,499 | 0 | 0 | 0 |
| MONTCALM | 269 | 1,148 | 997 | 376 | 0 | 0 | 0 |
| MONTMORENCY | 27 | 670 | 7 | 146 | 0 | 0 | 0 |
| MUSKEGON | 199 | 763 | 131 | 938 | 0 | 0 | 0 |
| NEWAYGO | 567 | 1,699 | 117 | 401 | 0 | 0 | 0 |
| OAKLAND | 615 | 13,811 | 5,801 | 43,335 | 0 | 0 | 0 |
| OCEANA | 188 | 1,553 | 64 | 385 | 0 | 0 | 0 |
| OGEAW | 158 | 875 | 244 | 6,778 | 0 | 0 | 0 |

| COUNTY | TOTAL VERBAL WARNINGS BY SRP OFFICERS | TOTAL VERBAL WARNINGS BY COUNTY ROAD PATROL | TOTAL CITATIONS BY SRP OFFICERS | TOTAL CITATIONS BY COUNTY ROAD PATROL | TOTAL CITATIONS IN COUNTY PARKS | NON-TRAFFIC ARRESTS IN COUNTY PARKS | CALLS FOR ASSISTANCE IN COUNTY PARKS |
|--------------|---|--|------------------------------------|---|------------------------------------|---|--|
| ONTONAGON | 2 | 177 | 0 | 31 | 0 | 0 | 1 |
| OSCEOLA | 108 | 1,221 | 10 | 443 | 0 | 0 | 0 |
| OSCODA | 357 | 380 | 189 | 70 | 0 | 0 | 0 |
| OTSEGO | 37 | 1,156 | 14 | 914 | 0 | 0 | 0 |
| OTTAWA | 238 | 18,530 | 1,587 | 16,289 | 0 | 0 | 0 |
| PRESQUE ISLE | 216 | 831 | 45 | 189 | 0 | 0 | 0 |
| ROSCOMMON | 660 | 4,240 | 260 | 693 | 0 | 0 | 0 |
| SAGINAW | 1,136 | 3,120 | 521 | 1,418 | 0 | 0 | 0 |
| ST. CLAIR | 630 | 0 | 593 | 0 | 0 | 0 | 0 |
| ST. JOSEPH | 481 | 1,625 | 1,216 | 2,355 | 0 | 0 | 0 |
| SANILAC | 1,726 | 3,135 | 862 | 601 | 0 | 0 | 0 |
| SCHOOLCRAFT | 102 | 27 | 41 | 36 | 0 | 0 | 0 |
| SHIAWASSEE | 1,226 | 735 | 1,904 | 967 | 0 | 0 | 0 |
| TUSCOLA | 439 | 1,954 | 322 | 1,427 | 0 | 0 | 0 |
| VAN BUREN | 827 | 3,481 | 391 | 746 | 0 | 0 | 0 |
| WASHTENAW | 151 | 30 | 727 | 233 | 14 | 2 | 4 |
| WAYNE | 3,556 | 661 | 5,640 | 612 | 202 | 120 | 57 |
| WEXFORD | 44 | 0 | 16 | 0 | 0 | 0 | 0 |
| TOTALS | 43,853 | 201,042 | 50,702 | 166,753 | 240 | 191 | 134 |

| COUNTY | CRASHES INVESTIGATED ON TRUNK LINES | CRASHES INVESTIGATED ON SECONDARY ROADS | CRASHES INVESTIGATED IN VILLAGES OR CITIES | FATAL CRASHES INVESTIGATED ON TRUNK LINES | FATAL CRASHES INVESTIGATED ON SECONDARY ROADS | FATAL CRASHES INVESTIGATED IN VILLAGES OR CITIES | OWI ARRESTS INVOLVING ALCOHOL | OWI ARRESTS INVOLVING DRUGS | OPEN CONTAINER ARRESTS |
|----------------|--|--|---|---|--|--|--|--------------------------------------|------------------------------|
| ALCONA | 22 | 56 | 2 | 0 | 0 | 0 | 4 | 1 | 0 |
| ALGER | 3 | 11 | 0 | 0 | 0 | 0 | 1 | 3 | 0 |
| ALLEGAN | 66 | 121 | 3 | 1 | 4 | 0 | 45 | 4 | 29 |
| ALPENA | 7 | 27 | 0 | 1 | 0 | 0 | 8 | 1 | 3 |
| ANTRIM | 34 | 60 | 0 | 1 | 1 | 0 | 7 | 3 | 1 |
| ARENAC | 24 | 54 | 14 | 0 | 0 | 0 | 3 | 0 | 0 |
| BARAGA | 8 | 7 | 5 | 6 | 1 | 0 | 10 | 2 | 3 |
| BARRY | 17 | 54 | 1 | 1 | 3 | 0 | 12 | 1 | 1 |
| BAY | 72 | 144 | 0 | 0 | 0 | 0 | 18 | 4 | 1 |
| BENZIE | 24 | 34 | 10 | 0 | 1 | 0 | 11 | 2 | 5 |
| BERRIEN | 512 | 993 | 23 | 4 | 4 | 0 | 155 | 9 | 42 |
| BRANCH | 7 | 68 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| CALHOUN | 20 | 202 | 5 | 3 | 4 | 2 | 4 | 0 | 0 |
| CASS | 16 | 129 | 23 | 4 | 1 | 0 | 8 | 0 | 5 |
| CHARLEVOIX | 22 | 43 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| CHEBOYGAN | 29 | 38 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| CHIPPEWA | 34 | 41 | 0 | 0 | 2 | 0 | 13 | 2 | 8 |
| CLARE | 26 | 45 | 7 | 1 | 3 | 0 | 14 | 3 | 5 |
| CLINTON | 51 | 128 | 11 | 8 | 1 | 0 | 21 | 7 | 49 |
| CRAWFORD | 9 | 18 | 4 | 0 | 0 | 0 | 12 | 0 | 2 |
| DELTA | 74 | 48 | 0 | 0 | 0 | 0 | 18 | 4 | 4 |
| DICKINSON | 38 | 31 | 4 | 0 | 0 | 0 | 23 | 5 | 2 |
| EATON | 44 | 212 | 4 | 1 | 0 | 0 | 19 | 3 | 6 |
| EMMET | 36 | 145 | 15 | 0 | 0 | 0 | 22 | 6 | 2 |
| GENESEE | 24 | 100 | 0 | 7 | 7 | 0 | 2 | 0 | 0 |
| GLADWIN | 27 | 48 | 0 | 0 | 0 | 0 | 4 | 2 | 1 |
| GOGEBIC | 27 | 16 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TRAVERSE | 59 | 139 | 0 | 2 | 1 | 0 | 2 | 0 | 2 |
| GRATIOT | 102 | 123 | 2 | 0 | 1 | 0 | 2 | 1 | 2 |
| HILLSDALE | 39 | 107 | 33 | 2 | 3 | 4 | 8 | 9 | 0 |
| HOUGHTON | 17 | 20 | 5 | 0 | 0 | 0 | 34 | 3 | 0 |
| HURON | 47 | 89 | 8 | 0 | 2 | 0 | 17 | 9 | 0 |

| COUNTY | CRASHES INVESTIGATED ON TRUNK LINES | CRASHES INVESTIGATED ON SECONDARY ROADS | CRASHES INVESTIGATED IN VILLAGES OR CITIES | FATAL CRASHES INVESTIGATED ON TRUNK LINES | FATAL CRASHES INVESTIGATED ON SECONDARY ROADS | FATAL CRASHES INVESTIGATED IN VILLAGES OR CITIES | OWI ARRESTS INVOLVING ALCOHOL | OWI ARRESTS INVOLVING DRUGS | OPEN CONTAINER ARRESTS |
|-------------|--|--|---|---|--|--|--|--------------------------------------|------------------------------|
| INGHAM | 199 | 293 | 9 | 7 | 11 | 2 | 41 | 5 | 3 |
| IONIA | 12 | 50 | 1 | 2 | 2 | 0 | 4 | 0 | 0 |
| IOSCO | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IRON | 40 | 37 | 5 | 0 | 0 | 0 | 15 | 0 | 3 |
| ISABELLA | 23 | 38 | 9 | 0 | 0 | 0 | 3 | 3 | 0 |
| JACKSON | 40 | 205 | 5 | 0 | 0 | 0 | 8 | 1 | 3 |
| KALAMAZOO | 34 | 378 | 0 | 0 | 2 | 0 | 10 | 0 | 0 |
| KALKASKA | 0 | 39 | 1 | 0 | 3 | 0 | 16 | 15 | 6 |
| KENT | 15 | 47 | 1 | 2 | 24 | 1 | 4 | 0 | 1 |
| KEWEENAW | 9 | 10 | 0 | 1 | 1 | 0 | 3 | 0 | 0 |
| LAKE | 19 | 24 | 7 | 0 | 0 | 0 | 1 | 1 | 0 |
| LAPEER | 3 | 134 | 4 | 0 | 20 | 4 | 6 | 6 | 0 |
| LEELANAU | 28 | 45 | 10 | 2 | 0 | 0 | 3 | 1 | 1 |
| LENAWEE | 20 | 41 | 0 | 2 | 0 | 0 | 2 | 1 | 0 |
| LIVINGSTON | 229 | 359 | 0 | 5 | 8 | 0 | 6 | 5 | 0 |
| LUCE | 3 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| MACKINAC | 12 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| MACOMB | 131 | 400 | 5 | 0 | 0 | 0 | 68 | 8 | 10 |
| MANISTEE | 0 | 175 | 0 | 1 | 0 | 0 | 25 | 4 | 7 |
| MARQUETTE | 40 | 38 | 0 | 0 | 0 | 0 | 19 | 7 | 12 |
| MASON | 25 | 54 | 9 | 0 | 0 | 0 | 9 | 2 | 2 |
| MECOSTA | 41 | 131 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| MENOMINEE | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIDLAND | 101 | 367 | 15 | 1 | 9 | 0 | 19 | 8 | 8 |
| MISSAUKEE | 0 | 71 | 3 | 0 | 0 | 0 | 4 | 2 | 1 |
| MONROE | 16 | 61 | 0 | 8 | 7 | 0 | 2 | 0 | 0 |
| MONTCALM | 9 | 90 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| MONTMORENCY | 0 | 53 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| MUSKEGON | 83 | 151 | 4 | 5 | 6 | 0 | 6 | 2 | 0 |
| NEWAYGO | 19 | 72 | 0 | 0 | 0 | 0 | 51 | 9 | 12 |
| OAKLAND | 16 | 37 | 30 | 3 | 12 | 7 | 12 | 5 | 1 |
| OCEANA | 9 | 69 | 0 | 0 | 0 | 0 | 6 | 3 | 1 |
| OGEMAW | 22 | 37 | 1 | 0 | 3 | 0 | 3 | 0 | 0 |

| COUNTY | CRASHES INVESTIGATED ON TRUNK LINES | CRASHES INVESTIGATED ON SECONDARY ROADS | CRASHES INVESTIGATED IN VILLAGES OR CITIES | FATAL CRASHES INVESTIGATED ON TRUNK LINES | FATAL CRASHES INVESTIGATED ON SECONDARY ROADS | FATAL CRASHES INVESTIGATED IN VILLAGES OR CITIES | OWI ARRESTS INVOLVING ALCOHOL | OWI ARRESTS INVOLVING DRUGS | OPEN CONTAINER ARRESTS |
|--------------|--|--|---|---|--|--|--|--------------------------------------|------------------------------|
| ONTONAGON | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OSCEOLA | 96 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OSCODA | 32 | 28 | 0 | 0 | 0 | 0 | 13 | 13 | 0 |
| OTSEGO | 24 | 24 | 1 | 0 | 0 | 0 | 3 | 0 | 1 |
| OTTAWA | 65 | 349 | 45 | 8 | 16 | 0 | 2 | 0 | 2 |
| PRESQUE ISLE | 49 | 52 | 3 | 0 | 0 | 0 | 2 | 0 | 0 |
| ROSCOMMON | 17 | 7 | 4 | 0 | 0 | 0 | 2 | 1 | 1 |
| SAGINAW | 104 | 134 | 8 | 1 | 5 | 0 | 44 | 10 | 12 |
| ST. CLAIR | 36 | 156 | 0 | 1 | 2 | 0 | 4 | 1 | 1 |
| ST. JOSEPH | 230 | 173 | 3 | 0 | 1 | 0 | 3 | 29 | 0 |
| SANILAC | 87 | 120 | 10 | 1 | 0 | 0 | 1 | 0 | 0 |
| SCHOOLCRAFT | 3 | 2 | 4 | 0 | 0 | 0 | 2 | 4 | 0 |
| SHIAWASSEE | 9 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TUSCOLA | 32 | 76 | 4 | 1 | 0 | 0 | 2 | 2 | 0 |
| VAN BUREN | 31 | 90 | 0 | 0 | 0 | 0 | 12 | 0 | 0 |
| WASHTENAW | 0 | 197 | 8 | 1 | 5 | 1 | 6 | 0 | 0 |
| WAYNE | 0 | 140 | 20 | 0 | 0 | 0 | 4 | 0 | 1 |
| WEXFORD | 17 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | 3,593 | 8,586 | 439 | 94 | 176 | 21 | 951 | 232 | 264 |

| COUNTY | CRIME REPORTS FILED | CRIMINAL ARRESTS | MOTORIST ASSISTS | TOTAL LAW ENFORCEMENT ASSISTS OWN DEPARTMENT | TOTAL LAW ENFORCEMENT ASSISTS OTHER DEPARTMENTS | COMMUNITY SAFETY TRAINING SESSIONS | NUMBER OF CITIZENS ATTENDING SAFETY TRAINING | PATROL HOURS | NON-PATROL HOURS |
|----------------|---------------------------|---------------------|---------------------|---|--|---|--|-----------------|---------------------|
| ALCONA | 227 | 30 | 15 | 409 | 42 | 0 | 0 | 955 | 791 |
| ALGER | 24 | 40 | 11 | 16 | 16 | 0 | 0 | 1,239 | 165 |
| ALLEGAN | 1,436 | 143 | 33 | 342 | 154 | 42 | 910 | 3,871 | 1,900 |
| ALPENA | 96 | 81 | 55 | 35 | 31 | 9 | 165 | 729 | 1,173 |
| ANTRIM | 114 | 31 | 2 | 19 | 16 | 4 | 6 | 712 | 207 |
| ARENAC | 27 | 20 | 16 | 90 | 9 | 0 | 0 | 1,107 | 711 |
| BARAGA | 2 | 2 | 5 | 14 | 81 | 0 | 0 | 832 | 332 |
| BARRY | 422 | 42 | 2 | 140 | 60 | 0 | 0 | 670 | 792 |
| BAY | 458 | 292 | 21 | 71 | 82 | 0 | 0 | 2,333 | 3,549 |
| BENZIE | 68 | 50 | 18 | 114 | 48 | 0 | 0 | 1,190 | 890 |
| BERRIEN | 12 | 2 | 650 | 0 | 3,195 | 0 | 0 | 1,900 | 1,172 |
| BRANCH | 27 | 40 | 24 | 41 | 50 | 6 | 32 | 1,439 | 520 |
| CALHOUN | 119 | 125 | 25 | 42 | 20 | 2 | 80 | 1,803 | 679 |
| CASS | 222 | 78 | 48 | 116 | 122 | 9 | 2,200 | 975 | 813 |
| CHARLEVOIX | 45 | 13 | 40 | 472 | 53 | 0 | 0 | 694 | 667 |
| CHEBOYGAN | 16 | 17 | 12 | 5 | 14 | 0 | 0 | 1,487 | 171 |
| CHIPPEWA | 88 | 104 | 27 | 36 | 60 | 0 | 0 | 3,168 | 1,254 |
| CLARE | 92 | 70 | 37 | 126 | 86 | 0 | 0 | 1,474 | 436 |
| CLINTON | 135 | 160 | 39 | 132 | 114 | 9 | 85 | 912 | 914 |
| CRAWFORD | 74 | 40 | 14 | 137 | 77 | 0 | 0 | 2,256 | 1,195 |
| DELTA | 21 | 183 | 27 | 309 | 144 | 0 | 0 | 2,647 | 1,534 |
| DICKINSON | 154 | 119 | 20 | 26 | 89 | 0 | 0 | 2,102 | 1,796 |
| EATON | 124 | 278 | 33 | 1,210 | 121 | 0 | 0 | 1,840 | 1,416 |
| EMMET | 132 | 72 | 0 | 194 | 52 | 0 | 0 | 813 | 1,481 |
| GENESEE | 160 | 178 | 27 | 416 | 286 | 2 | 200 | 4,920 | 840 |
| GLADWIN | 71 | 49 | 2 | 46 | 16 | 8 | 120 | 698 | 1,181 |
| GOGEBIC | 58 | 5 | 53 | 25 | 31 | 0 | 0 | 1,436 | 332 |
| GRAND TRAVERSE | 94 | 43 | 46 | 51 | 8 | 0 | 0 | 385 | 1,118 |
| GRATIOT | 959 | 101 | 6 | 0 | 16 | 0 | 0 | 5,480 | 3,183 |
| HILLSDALE | 0 | 0 | 56 | 103 | 24 | 18 | 516 | 885 | 809 |
| HOUGHTON | 167 | 103 | 38 | 3 | 47 | 0 | 0 | 1,473 | 1,068 |
| HURON | 62 | 21 | 15 | 18 | 28 | 0 | 0 | 957 | 1,022 |

| COUNTY | CRIME REPORTS FILED | CRIMINAL ARRESTS | MOTORIST ASSISTS | TOTAL LAW ENFORCEMENT ASSISTS OWN DEPARTMENT | TOTAL LAW ENFORCEMENT ASSISTS OTHER DEPARTMENTS | COMMUNITY SAFETY TRAINING SESSIONS | NUMBER OF CITIZENS ATTENDING SAFETY TRAINING | PATROL HOURS | NON-PATROL HOURS |
|-------------|---------------------------|---------------------|---------------------|---|--|---|--|-----------------|---------------------|
| INGHAM | 130 | 86 | 201 | 675 | 197 | 5 | 465 | 2,768 | 3,708 |
| IONIA | 31 | 21 | 18 | 99 | 42 | 5 | 800 | 807 | 666 |
| IOSCO | 46 | 7 | 12 | 1 | 35 | 0 | 0 | 1,972 | 407 |
| IRON | 49 | 48 | 41 | 154 | 129 | 4 | 390 | 1,904 | 0 |
| ISABELLA | 25 | 0 | 33 | 21 | 14 | 0 | 0 | 345 | 412 |
| JACKSON | 278 | 178 | 53 | 163 | 87 | 0 | 0 | 1,392 | 1,634 |
| KALAMAZOO | 127 | 184 | 120 | 205 | 31 | 0 | 0 | 2,294 | 877 |
| KALKASKA | 134 | 128 | 9 | 58 | 13 | 3 | 86 | 1,693 | 115 |
| KENT | 51 | 51 | 20 | 113 | 20 | 9 | 317 | 1,300 | 4,282 |
| KEWEENAW | 10 | 6 | 25 | 13 | 12 | 0 | 0 | 1,054 | 893 |
| LAKE | 73 | 30 | 18 | 23 | 11 | 1 | 75 | 281 | 298 |
| LAPEER | 106 | 122 | 65 | 158 | 125 | 9 | 0 | 1,463 | 953 |
| LEELANAU | 19 | 5 | 13 | 19 | 8 | 0 | 0 | 1,178 | 564 |
| LENAWEE | 45 | 46 | 19 | 42 | 52 | 0 | 0 | 1,243 | 528 |
| LIVINGSTON | 305 | 100 | 274 | 216 | 37 | 4 | 100 | 1,433 | 2,179 |
| LUCE | 46 | 4 | 1 | 3 | 13 | 0 | 0 | 444 | 92 |
| MACKINAC | 17 | 3 | 5 | 16 | 64 | 0 | 0 | 541 | 568 |
| MACOMB | 187 | 102 | 100 | 376 | 63 | 11 | 340 | 3,244 | 2,588 |
| MANISTEE | 131 | 124 | 19 | 1 | 0 | 0 | 0 | 1,452 | 667 |
| MARQUETTE | 486 | 167 | 84 | 125 | 158 | 14 | 409 | 2,128 | 1,022 |
| MASON | 205 | 38 | 24 | 71 | 115 | 0 | 0 | 1,552 | 115 |
| MECOSTA | 1 | 30 | 39 | 41 | 11 | 0 | 0 | 1,453 | 323 |
| MENOMINEE | 18 | 25 | 9 | 13 | 97 | 0 | 0 | 888 | 538 |
| MIDLAND | 207 | 85 | 23 | 392 | 42 | 75 | 4,851 | 2,023 | 923 |
| MISSAUKEE | 155 | 54 | 46 | 94 | 61 | 0 | 0 | 1,317 | 569 |
| MONROE | 31 | 12 | 9 | 29 | 9 | 0 | 0 | 2,372 | 2,022 |
| MONTCALM | 69 | 18 | 53 | 33 | 56 | 6 | 1,268 | 978 | 835 |
| MONTMORENCY | 103 | 19 | 7 | 7 | 6 | 0 | 0 | 1,107 | 906 |
| MUSKEGON | 172 | 15 | 81 | 367 | 95 | 22 | 1,487 | 3,092 | 1,559 |
| NEWAYGO | 238 | 155 | 8 | 3 | 34 | 0 | 0 | 1,599 | 1,400 |
| OAKLAND | 6 | 27 | 65 | 192 | 69 | 10 | 605 | 5,283 | 4,914 |
| OCEANA | 423 | 76 | 36 | 58 | 43 | 0 | 0 | 684 | 1,030 |
| OGEMAW | 88 | 77 | 32 | 55 | 31 | 0 | 0 | 721 | 1,165 |

| COUNTY | CRIME REPORTS FILED | CRIMINAL ARRESTS | MOTORIST ASSISTS | TOTAL LAW ENFORCEMENT ASSISTS OWN DEPARTMENT | TOTAL LAW ENFORCEMENT ASSISTS OTHER DEPARTMENTS | COMMUNITY SAFETY TRAINING SESSIONS | NUMBER OF CITIZENS ATTENDING SAFETY TRAINING | PATROL HOURS | NON-PATROL HOURS |
|--------------|---------------------------|---------------------|---------------------|---|--|---|--|-----------------|---------------------|
| ONTONAGON | 20 | 5 | 15 | 8 | 13 | 0 | 0 | 588 | 6 |
| OSCEOLA | 0 | 0 | 56 | 28 | 17 | 0 | 0 | 959 | 337 |
| OSCODA | 85 | 73 | 22 | 13 | 22 | 0 | 0 | 642 | 458 |
| OTSEGO | 115 | 54 | 10 | 64 | 65 | 3 | 70 | 294 | 1,513 |
| OTTAWA | 158 | 107 | 336 | 0 | 0 | 20 | 378 | 3,200 | 186 |
| PRESQUE ISLE | 87 | 20 | 10 | 121 | 32 | 0 | 0 | 851 | 1,018 |
| ROSCOMMON | 116 | 108 | 164 | 54 | 81 | 3 | 75 | 571 | 750 |
| SAGINAW | 182 | 201 | 34 | 245 | 65 | 0 | 0 | 2,533 | 688 |
| ST. CLAIR | 59 | 105 | 97 | 211 | 75 | 0 | 0 | 1,176 | 328 |
| ST. JOSEPH | 1,227 | 59 | 8 | 5 | 60 | 0 | 0 | 2,181 | 2,061 |
| SANILAC | 81 | 98 | 2 | 409 | 14 | 0 | 0 | 1,502 | 392 |
| SCHOOLCRAFT | 12 | 2 | 13 | 4 | 9 | 0 | 0 | 567 | 345 |
| SHIAWASSEE | 147 | 43 | 37 | 57 | 57 | 74 | 1,126 | 1,283 | 565 |
| TUSCOLA | 17 | 7 | 4 | 9 | 29 | 8 | 203 | 939 | 948 |
| VAN BUREN | 418 | 102 | 38 | 179 | 100 | 0 | 0 | 945 | 2,241 |
| WASHTENAW | 32 | 10 | 25 | 0 | 1 | 10 | 235 | 1,295 | 911 |
| WAYNE | 280 | 80 | 163 | 615 | 536 | 0 | 0 | 7,551 | 1,788 |
| WEXFORD | 35 | 15 | 6 | 40 | 21 | 0 | 0 | 279 | 207 |
| TOTALS | 12,789 | 5,664 | 4,019 | 10,655 | 8,169 | 405 | 17,594 | 132,743 | 87,604 |

Information obtained from the Semi-Annual Reports submitted by the counties.
All statistics generated by Secondary Road Patrol Officers unless otherwise noted.





Sanilac County

