



**MICHIGAN  
STATE POLICE**



*A PROUD tradition of SERVICE through EXCELLENCE, INTEGRITY, and COURTESY*

**2021 / 2022 MICHIGAN TRAFFIC CRASH SUMMARY**

<b>TRAFFIC CRASH AND INJURY TOTALS</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Total Crashes	282,640	293,341	10,701	<b>4%</b>
Fatal Crashes	1,068	1,053	-15	-1%
Total Fatalities	1,131	1,123	-8	-1%
Injury Crashes	51,666	51,066	-600	-1%
Total Injuries	71,246	70,281	-965	-1%
Total Suspected Serious (A) Injuries	5,979	5,782	-197	-3%
Total Suspected Minor (B) Injuries	20,593	20,185	-408	-2%
Total Possible (C) Injuries	44,674	44,314	-360	-1%
Property Damage Crashes	229,906	241,222	11,316	<b>5%</b>

<b>ALCOHOL INVOLVED</b>				
*Unit Type = MV, P, B and E	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Alcohol Involved Crashes	9,557	9,331	-226	-2%
Alcohol Involved Fatal Crashes	336	301	-35	-10%
Alcohol Involved Fatalities	357	322	-35	-10%

<b>DRUG INVOLVED</b>				
*Unit Type = MV, P, B and E	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Drug Involved Crashes	2,999	2,452	-547	-18%
Drug Involved Fatal Crashes	259	229	-30	-12%
Drug Involved Fatalities	275	249	-26	-9%

<b>TEEN (AGE 13-19) INVOLVED</b>				
*This stat represents ANY teen (age 13-19) reported as a fatality in a crash (MV, P, B, E, Passenger).	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Teen Fatalities (13-19)	83	55	-28	-34%

<b>YOUNG DRIVER (AGE 16-20) INVOLVED</b>				
*Unit Type = MV Only	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Young Driver Involved Crashes (16-20)	47,272	46,011	-1,261	-3%
Young Driver Involved Fatal Crashes (16-20)	157	123	-34	-22%
Young Driver Involved Fatalities	168	128	-40	-24%

<b>BICYCLE INVOLVED</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Bicycle Involved Crashes	1,248	1,340	92	<b>7%</b>
Total Bicyclists	1,260	1,351	91	<b>7%</b>
Bicycle Involved Fatal Crashes	29	35	6	<b>21%</b>
Bicyclist Fatalities	29	36	7	<b>24%</b>

<b>MOTORCYCLE INVOLVED</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Motorcycle Involved Crashes	3,175	3,158	-17	-1%
Total Motorcyclists	3,571	3,513	-58	-2%
Motorcycle Involved Fatal Crashes	166	168	2	<b>1%</b>
Motorcyclist Fatalities	166	173	7	<b>4%</b>

<b>OFF ROAD VEHICLE (ORV) INVOLVED</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
ORV Involved Crashes	436	460	24	<b>6%</b>
Total ORV Riders	578	619	41	<b>7%</b>
ORV Involved Fatal Crashes	21	21	0	0%
ORV Rider Fatalities	21	21	0	0%

<b>PEDESTRIAN INVOLVED</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Pedestrian Involved Crashes	1,790	1,897	107	<b>6%</b>
Total Pedestrians	1,891	2,026	135	<b>7%</b>
Pedestrian Involved Fatal Crashes	182	172	-10	-5%
Pedestrian Fatalities	183	173	-10	-5%

<b>SNOWMOBILE INVOLVED</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Snowmobile Involved Crashes	97	95	-2	-2%
Total Snowmobile Riders	109	105	-4	-4%
Snowmobile Involved Fatal Crashes	5	9	4	<b>80%</b>
Snowmobile Rider Fatalities	5	9	4	<b>80%</b>

<b>CONSTRUCTION ZONE INVOLVED</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Construction Zone Involved Crashes	5,814	7,436	1,622	<b>28%</b>
Construction Zone Involved Fatal Crashes	19	22	3	<b>16%</b>
Construction Zone Involved Fatalities	20	23	3	<b>15%</b>

<b>DEER INVOLVED</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Deer Involved Crashes	52,218	58,984	6,766	<b>13%</b>
Deer Involved Fatal Crashes	10	11	1	<b>10%</b>
Deer Involved Fatalities	10	11	1	<b>10%</b>

<b>SCHOOL BUS INVOLVED</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
School Bus Involved Crashes	785	1,041	256	<b>33%</b>
School Bus Involved Fatal Crashes	4	2	-2	-50%
School Bus Involved Fatalities	4	2	-2	-50%

<b>TRAIN INVOLVED</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Train Involved Crashes	56	65	9	<b>16%</b>
Train Involved Fatal Crashes	3	3	0	0%
Train Involved Fatalities	3	4	1	<b>33%</b>
Q-Line (Streetcar) Involved Crashes	3	9	6	<b>200%</b>
Q-Line (Streetcar) Involved Fatal Crashes	0	0	0	0%
Q-Line (Streetcar) Involved Fatalities	0	0	0	0%

\*Q-Line (Streetcar) is considered a train involved crash.

<b>TRUCK/BUS (Commercial Motor Vehicle-CMV) INVOLVED</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
CMV Involved Crashes	14,293	15,802	1,509	<b>11%</b>
CMV Involved Fatal Crashes	93	96	3	<b>3%</b>
CMV Involved Fatalities	103	105	2	<b>2%</b>

<b>AGGRESSIVE DRIVING INVOLVED</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Aggressive Driving Involved Crashes	162,223	168,472	6,249	<b>4%</b>
Aggressive Driving Involved Fatal Crashes	645	632	-13	-2%
Aggressive Driving Involved Fatalities	696	677	-19	-3%

\*Party type: Driver (D) with a hazardous action code of 1, 3, 4, 7, 8, 12, 15, or 16, are included as aggressive driving.

<b>CELL PHONE INVOLVED</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Cell Phone Involved Crashes	2,784	2,405	-379	-14%
Cell Phone Involved Fatal Crashes	23	11	-12	-52%
Cell Phone Involved Fatalities	23	12	-11	-48%
Cell Phone Involved Injury Crashes	811	703	-108	-13%
Cell Phone Involved Injuries	1,139	991	-148	-13%

\*Party types: Driver (D), Pedestrian (P), Bicyclist (B) and Engineer (E) are included in cell phone use statistics.

**DISTRACTED DRIVING INVOLVED**

	2021	2022	Difference (+/-)	Percentage Change
Distracted Involved Crashes	16,543	15,441	-1,102	-7%
Distracted Involved Fatal Crashes	59	53	-6	-10%
Distracted Involved Fatalities	59	57	-2	-3%
Distracted Involved Injury Crashes	4,430	4,118	-312	-7%
Distracted Involved Injuries	6,322	5,905	-417	-7%

\*Pursuant to MMUCC Definition (P16), Driver Distracted only pertains to the Driver party type.

\*\*Party type: Driver (D) is included in Distracted Driving statistics.

**CRASHES POLICED BY MSP**

	2021	2022	Difference (+/-)	Percentage Change
MSP Policed Crashes	44,595	46,858	2,263	5%
MSP Policed Fatal Crashes	189	229	40	21%
MSP Policed Injury Crashes	7,952	7,847	-105	-1%
% MSP Policed of Total Crashes	15.78%	15.97%	0.20%	1%

**GTSAC EMPHASIS AREAS CAPTURED**

**Senior Drivers, Young Drivers, Children, Lane Departure, and Intersection Crashes**

**SENIOR DRIVER INVOLVED CRASHES**

Age	2021	2022	Difference (+/-)	Percentage Change
60-64	23,103	24,489	1,386	6%
65-74	30,866	33,095	2,229	7%
75-84	13,314	14,816	1,502	11%
85+	3,102	3,158	56	2%
<b>TOTAL CRASHES</b>	<b>70,385</b>	<b>75,558</b>	<b>5,173</b>	<b>7%</b>

**YOUNG DRIVER INVOLVED CRASHES**

Age	2021	2022	Difference (+/-)	Percentage Change
15	583	657	74	13%
16	6,334	6,651	317	5%
17	8,662	8,729	67	1%
18-20	32,204	30,557	-1,647	-5%
21-24	37,944	37,852	-92	0%
<b>TOTAL CRASHES</b>	<b>85,727</b>	<b>84,446</b>	<b>-1,281</b>	<b>-1%</b>

**CHILDREN INVOLVED IN TRAFFIC CRASHES (All Party Types Included)**

Age	2021	2022	Difference (+/-)	Percentage Change
0-3	6,057	6,158	101	2%
4-8	6,750	7,246	496	7%
9-15	10,287	11,316	1,029	10%
<b>TOTAL CRASHES</b>	<b>23,094</b>	<b>24,720</b>	<b>1,626</b>	<b>7%</b>

<b>LANE DEPARTURE CRASHES</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Single Vehicle	38,874	38,900	26	<b>0%</b>
Multiple Vehicle-Opposite Direction	5,837	6,299	462	<b>8%</b>
Parked Vehicle	4,091	3,690	-401	-10%
<b>TOTAL CRASHES</b>	<b>48,802</b>	<b>48,889</b>	<b>87</b>	<b>0%</b>

<b>INTERSECTION CRASHES</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Fatal Crashes	334	307	-27	-8%
Injury Crashes	21,527	20,398	-1,129	-5%
Property Damage Crashes	65,257	63,674	-1,583	-2%
<b>TOTAL CRASHES</b>	<b>87,118</b>	<b>84,379</b>	<b>-2,739</b>	<b>-3%</b>

**Totals by Party Type, Gender, Race, and Vehicle Type**

<b>PARTY TYPE</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Drivers (D)	476,129	490,560	14,431	<b>3%</b>
Injured Passengers (I)	16,503	16,185	-318	-2%
Uninjured Passengers (U)	68,691	71,214	2,523	<b>4%</b>
Pedestrians (P)	1,891	2,026	135	<b>7%</b>
Bicyclists (B)	1,260	1,351	91	<b>7%</b>
Engineers (E)	56	65	9	<b>16%</b>
<b>TOTAL</b>	<b>564,530</b>	<b>581,401</b>	<b>16,871</b>	<b>3%</b>

<b>GENDER</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Male (M)	284,999	295,745	10,746	<b>4%</b>
Female (F)	233,875	242,019	8,144	<b>3%</b>
Non-Binary (X)	-	74	-	-
Unknown (U)	45,656	43,563	-2,093	-5%
<b>TOTAL</b>	<b>564,530</b>	<b>581,401</b>	<b>16,871</b>	<b>3%</b>

\*2022 is the first full year the non-binary gender was verified through MDOS.

<b>RACE</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Asian (A)	5,133	7,311	2,178	<b>42%</b>
Black or African American (B)	86,776	93,106	6,330	<b>7%</b>
Hispanic or Latino (H)	11,506	13,095	1,589	<b>14%</b>
American Indian or Alaskan Native (I)	612	781	169	<b>28%</b>
Native Hawaiian or Other Pacific Islander (P)	463	667	204	<b>44%</b>
Unknown (U)	36,083	36,140	57	<b>0%</b>
White (W)	305,393	346,599	41,206	<b>13%</b>
Not Reported	118,564	83,702	-34,862	-29%
<b>TOTAL</b>	<b>564,530</b>	<b>581,401</b>	<b>16,871</b>	<b>3%</b>

\*2021 is the first year race was captured on the UD-10.

<b>RESTRAINT USE (Includes injury severity codes: K, A, B, and C.)</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
No Belts Available	2,367	2,620	253	<b>11%</b>
Shoulder Belt Only Used	446	485	39	<b>9%</b>
Lap Belt Only	192	193	1	<b>1%</b>
Shoulder and Lap Belt	55,640	54,541	-1,099	-2%
No Belts Used	2,707	2,721	14	<b>1%</b>
Child - Forward Facing	649	676	27	<b>4%</b>
Child Restraint Not Used	73	67	-6	-8%
Child - Rear Facing	220	239	19	<b>9%</b>
Child - Booster Seat	271	277	6	<b>2%</b>
Restraint Failure	26	29	3	<b>12%</b>
Restraint Use Unknown	5,708	5,634	-74	-1%
Helmet Worn	1,920	1,875	-45	-2%
Helmet Not Worn	1,874	1,815	-59	-3%
Helmet Use Unknown	272	223	-49	-18%
Not Reported	12	9	-3	-25%
<b>TOTAL</b>	<b>72,377</b>	<b>71,404</b>	<b>-973</b>	<b>-1%</b>

<b>VEHICLE TYPE</b>				
	<b>2021</b>	<b>2022</b>	<b>Difference (+/-)</b>	<b>Percentage Change</b>
Passenger Car, SUV, Van	381,041	393,437	12,396	<b>3%</b>
Motor Home	1,044	817	-227	-22%
Pickup Truck	57,120	57,245	125	<b>0%</b>
Small Truck - Under 10,000	2,090	2,358	268	<b>13%</b>
Motorcycle	3,271	3,267	-4	0%
Mo-ped/Go-ped	482	404	-78	-16%
Go-Cart/Golf Cart	41	49	8	<b>20%</b>
Snowmobile	102	102	0	0%
Off Road Vehicle (ATV Type)	452	473	21	<b>5%</b>
Truck/Bus	14,972	16,714	1,742	<b>12%</b>
Other	1,650	2,054	404	<b>24%</b>
Not Reported	17,071	17,082	11	<b>0%</b>
<b>TOTAL</b>	<b>479,336</b>	<b>494,002</b>	<b>14,666</b>	<b>3%</b>