

SEMCOG | Quick Facts



OCTOBER | 2026

Traffic Crashes in Southeast Michigan, 2025

Under the guidance of the Southeast Michigan Transportation Safety Task Force, SEMCOG, the Southeast Michigan Council of Governments, developed and implements the [Southeast Michigan Transportation Safety Plan](#), using the Safe System Approach to address safety issues in the region. The primary elements of the Safe System Approach are:

- Safer People
- Safer Roads
- Safer Vehicles
- Safer Speeds
- Post-Crash Care

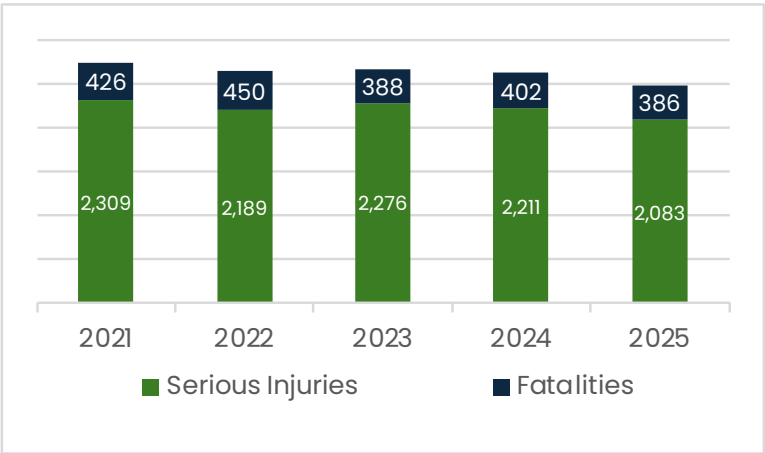
With newly available data from 2025, SEMCOG provides this annual Quick Facts report with updated 10-year trend information and analyses on **traffic crashes, fatalities, serious injuries**, and various emphasis areas identified in the Transportation Safety Plan. Crash data from the Michigan State Police, Criminal Justice Information Center (CJIC), is used to update various safety resources [on SEMCOG's Safety and Security page](#).

REGIONAL DATA

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	10-Year Trend
Total Number of Crashes and Injuries											
Crashes	145,510	145,427	144,104	141,390	105,485	124,631	128,821	131,448	129,853	128,144	
Fatalities	430	369	356	364	452	426	450	388	402	386	
Serious Injuries	2,076	2,235	2,069	2,031	2,036	2,309	2,189	2,276	2,211	2,083	
Rate per 100 Million VMT											
Crashes	326.39	321.48	315.06	309.39	281.82	297.06	307.44	306.27	303.28	306.90	
Fatality Rate	0.96	0.82	0.78	0.80	1.21	1.02	1.07	0.90	0.94	0.92	
Serious Injury Rate	4.66	4.94	4.52	4.44	5.44	5.50	5.22	5.30	5.16	4.99	

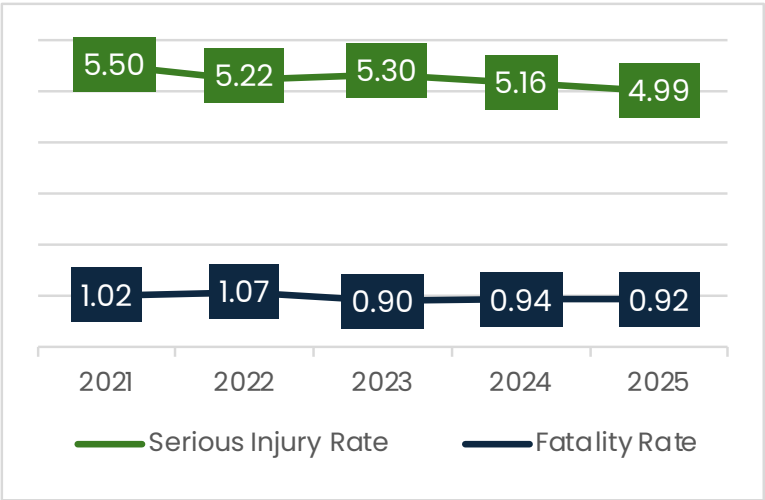
SOUTHEAST MICHIGAN TRAFFIC CRASHES

- The number of traffic crashes in Southeast Michigan decreased for the second time since 2020, down 1.3% in 2025 compared to 2024 and still well below pre-COVID totals.
- The number of fatalities decreased by 16 people compared to 2024, the lowest since 2020.
- Total serious injuries decreased for the second year and were almost 10% lower than the 10-year high in 2021.
- While crash severity increased during COVID and the following years, the number of fatalities and serious injuries seem to have returned to pre-pandemic levels.



FATALITY AND SERIOUS INJURY RATES REMAIN HIGH

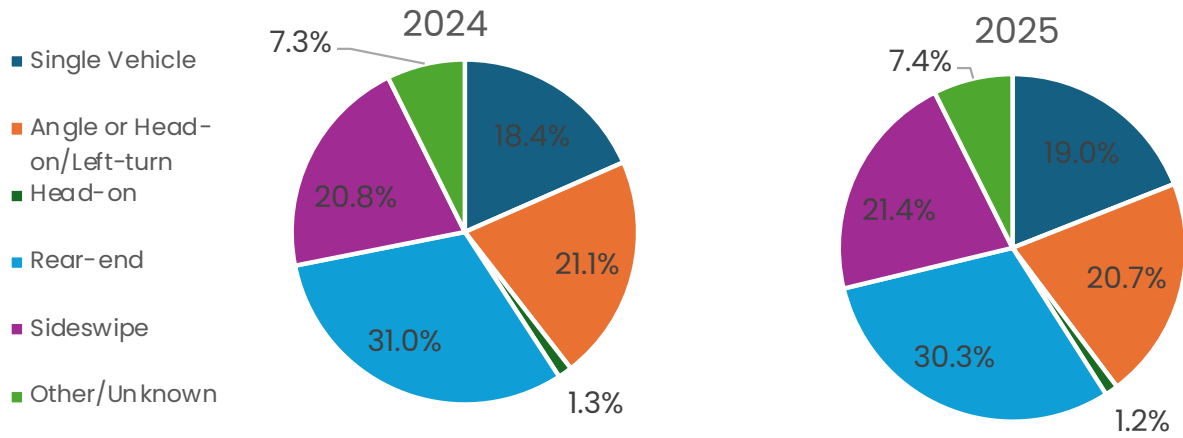
- The SEMCOG region’s crash rates generally follow the State of Michigan’s.
- 306.9 crashes per 100 million vehicle miles traveled (VMT) is lower than pre-pandemic levels. It has increased by 3.62 crashes per 100 million VMT compared to the prior year.
- The fatality rate has decreased by 0.02 from 2024, down to 0.92 fatalities per 100 million VMT, which is lower than the 10-year average of 0.94 fatalities per 100 million VMT but still above pre-pandemic rates.
- The region’s serious injury rate has decreased again in the past year, but it is still higher than pre-pandemic levels.



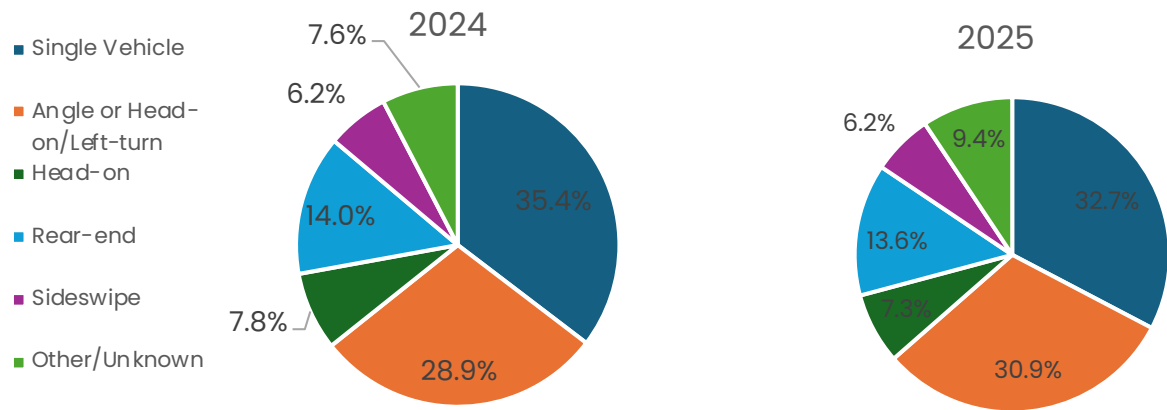
CRASH TYPE DISTRIBUTION PATTERNS UNCHANGED

- The distribution by crash type had minimal change when comparing 2025 to 2024 data. Rear-end crashes continue to be the most common, while single-vehicle and angle or head-on/left-turn crashes result in the most traffic fatalities and serious injuries.
- Single vehicle-involved fatalities and serious injuries had the greatest decrease of 3% among all the crash types, followed by fatalities and serious injuries caused by head-on crashes with a 1% decrease.

TOTAL CRASHES BY CRASH TYPE



FATALITIES AND SERIOUS INJURIES BY CRASH TYPE



COUNTY-LEVEL DATA

TRAFFIC CRASHES BY COUNTY, 2024 VS. 2025

TOTAL CRASHES	2024	2025	DIFFERENCE	% CHANGE
Livingston	4,560	5,194	634	13.9%
Macomb	21,960	21,230	-730	-3.3%
Monroe	3,569	3,731	162	4.5%
Oakland	35,951	35,292	-659	-1.8%
St. Clair	3,614	3,763	149	4.1%
Washtenaw	9,844	9,652	-192	-2.0%
Wayne	50,355	49,282	-1,073	-2.1%
Detroit	24,321	23,378	-943	-3.9%
Wayne, ex Detroit	26,034	25,904	-130	-0.5%
SEMCOG REGION	129,853	128,144	-1,709	-1.3%
STATE	288,880	290,221	1,341	0.5%

Overall, the region had a decrease in number of crashes of 1.3%, while the state had an increase of 0.5%.

- There were decreases in total number of crashes for four counties within the region from 2024 to 2025, with the largest decrease in Macomb, followed by Wayne County.
- Livingston had the largest increase of 14% followed by Monroe and St. Clair counties with about 4% increase for both.

FATALITIES BY COUNTY, 2024 VS. 2025

FATALITIES	2024	2025	DIFFERENCE	% CHANGE
Livingston	14	28	14	100.0%
Macomb	70	52	-18	-25.7%
Monroe	20	18	-2	-10.0%
Oakland	68	84	16	23.5%
St. Clair	18	19	1	5.6%
Washtenaw	35	26	-9	-25.7%
Wayne	177	159	-18	-10.2%
Detroit	104	102	-2	-1.9%
Wayne, ex Detroit	73	57	-16	-21.9%
SEMCOG REGION	402	386	-16	-4.0%
STATE	1,099	1,065	-34	-3.1%

As a region, we had a 4% decrease in fatalities, while the state had a 3% decrease.

- Four counties had a decrease in fatalities, including Macomb, Monroe, Washtenaw, and Wayne.
- Livingston had a large increase in fatalities, with commercial vehicle crashes being a large contributor to this increase.

SERIOUS INJURIES BY COUNTY, 2024 VS. 2025

SERIOUS INJURIES	2024	2025	DIFFERENCE	% CHANGE
Livingston	80	106	26	32.5%
Macomb	333	342	9	2.7%
Monroe	97	96	-1	-1.0%
Oakland	509	416	-93	-18.3%
St. Clair	69	79	10	14.5%
Washtenaw	197	174	-23	-11.7%
Wayne	926	870	-56	-6.0%
Detroit	539	500	-39	-7.2%
Wayne, ex Detroit	387	370	-17	-4.4%
SEMCOG REGION	2,211	2,083	-128	-5.8%
STATE	5,781	5,631	-150	-2.6%

SUMMARY ANALYSES OF PRIORITY EMPHASIS AREAS*

Crash factors identified as priority emphasis areas for the region include (highest-to-lowest by number of fatalities):

- Intersections
- Lane Departures
- Impaired Drivers (Alcohol And Drugs)
- Pedestrians
- Unbelted Occupants
- Speeding
- Motorcyclists
- Bicyclists

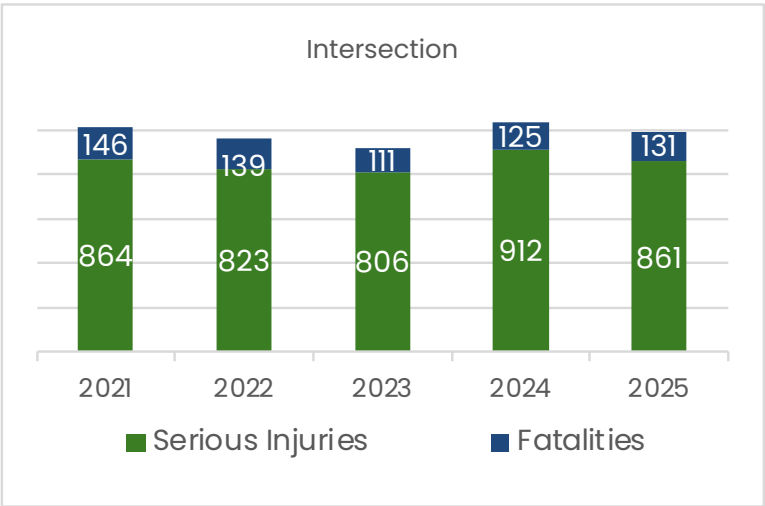
The Transportation Safety Plan includes actions and strategies for addressing these emphasis areas, and 10-year data tables for additional emphasis areas are included at the end of this report.

CRASH INVOLVEMENT BY EMPHASIS AREA, 2021-2025

CRASH INVOLVEMENT	CRASHES	FATALITIES	SERIOUS INJURIES
Intersection	32.8%	31.8%	38.5%
Older Driver (65 and Older)	18.5%	18.9%	18.9%
Young Driver (15 - 20)	16.3%	13.0%	14.7%
Lane Departure	13.7%	34.9%	27.0%
Speeding	6.4%	16.8%	12.1%
Commercial Truck/Bus	6.4%	8.9%	6.2%
Deer	5.7%	0.2%	0.6%
Distracted Driver	5.6%	5.5%	6.3%
Driveway Related	5.6%	3.8%	4.6%
Red-light Running	3.3%	4.9%	7.7%
Impairment (Alcohol or Drug)	3.2%	35.2%	18.5%
Work Zone	3.1%	2.6%	2.3%
Unbelted Occupant	1.8%	18.0%	10.1%
Secondary	1.2%	1.9%	2.0%
Motorcycle	1.0%	14.7%	12.6%
Pedestrian	0.9%	22.3%	9.8%
Emergency Vehicle	0.8%	0.7%	1.0%
Bicyclist	0.6%	3.2%	3.6%
School Bus	0.4%	0.4%	0.2%
Train	0.0%	0.3%	0.1%

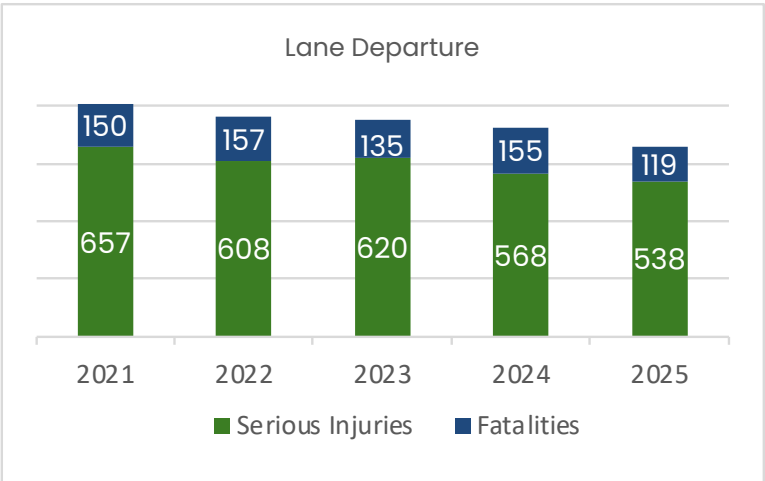
INTERSECTIONS BECAME THE TOP FACTOR IN FATALITIES

- Intersection crashes account for 32% of all traffic fatalities and 39% of serious injuries, and continue to have the highest combined share of any emphasis area.
- Intersection crashes decreased by 1% compared to 2024; the total remains lower than the 10-year average.
- Fatalities increased for the second time since 2020, up 5% from 2024.
- Serious injuries also decreased 6% from 2024 but are still higher than the 10-year average of 851 people.



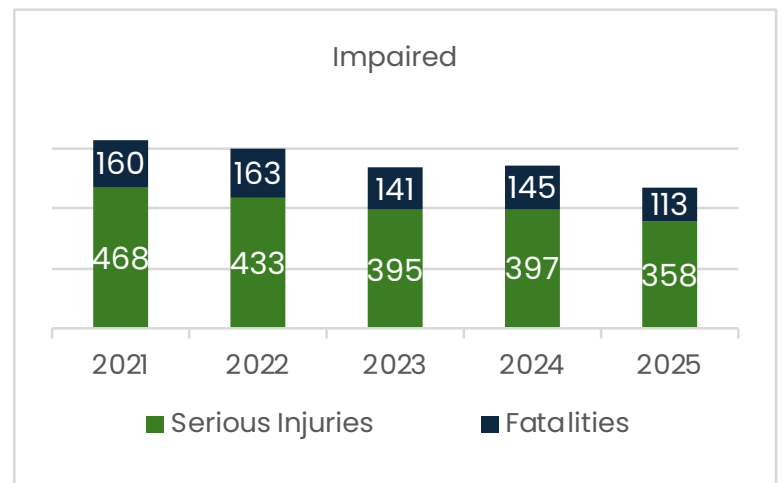
LANE DEPARTURE FATALITIES DROPPED SIGNIFICANTLY

- The number of fatalities (119) associated with lane departure crashes decreased 23% compared to last year, the lowest in the last 10 years. However, lane departure is still among the top contributing factors for crash fatalities in the region.
- The number of crashes involving lane departure increased for the first time since 2021. However, even with the 1% increase, 2025's total is still the third-lowest in the past 10 years.
- The number of serious injuries also had a decrease of 5% compared to 2024, which is lower than the 10-year average (581).
- Crashes involving lane departure accounted for 35% of total fatalities and 27% of total serious injuries, which continues recent trends.



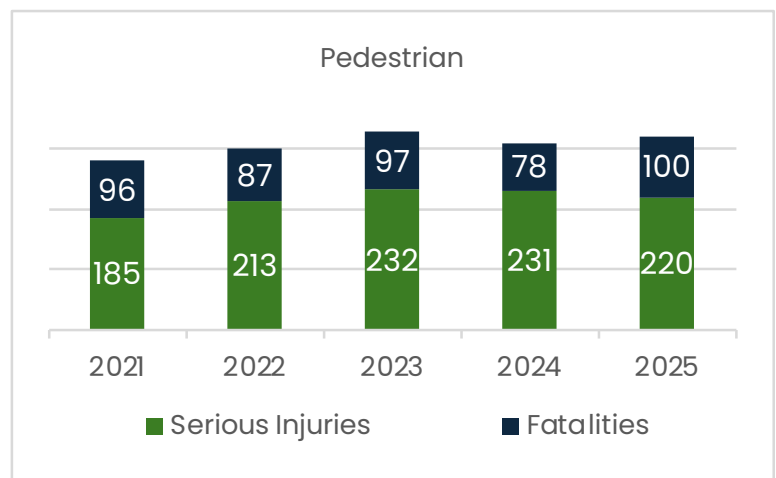
IMPAIRED CRASH FATALITIES DECREASE, THOUGH SEVERITY REMAINS HIGH

- Crashes involving alcohol- or drug impairment have decreased for the fourth year in row, reaching another 10-year low.
- Impairment-involved fatalities decreased by 22% from 2024, reaching their lowest level in 10 years. They accounted for 35% of all fatalities in 2025.
- Serious injuries also decreased by 10%, reaching their lowest level in 10 years.



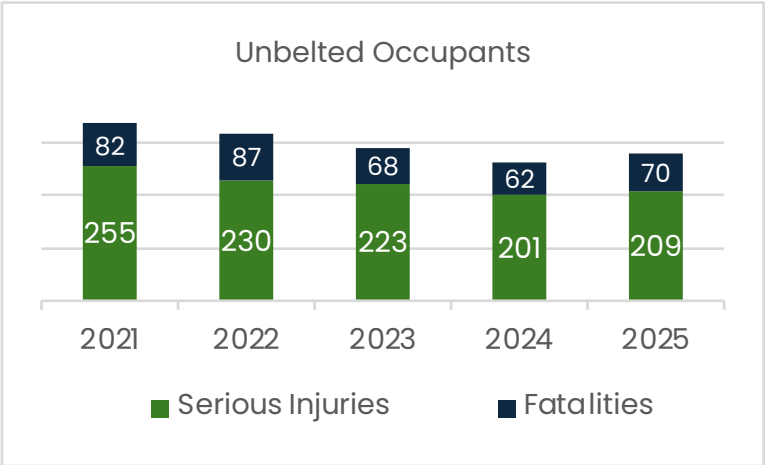
PEDESTRIAN FATALITIES ON THE RISE

- Crashes involving pedestrians have increased 5% compared to the prior year, making 2025 the second highest in the past 10 years.
- Pedestrian fatalities increased 28% from 2024, tying with 2020 for the second highest in the last 10 years, only one person less than the year 2016.
- However, serious injuries decreased for the second time since 2023, down 5% from 2024, but still 31% higher than in 2016.
- In 2025, pedestrians were involved in less than 1% of all traffic crashes but accounted for 22% of all traffic fatalities and 10% of all serious injuries in Southeast Michigan.



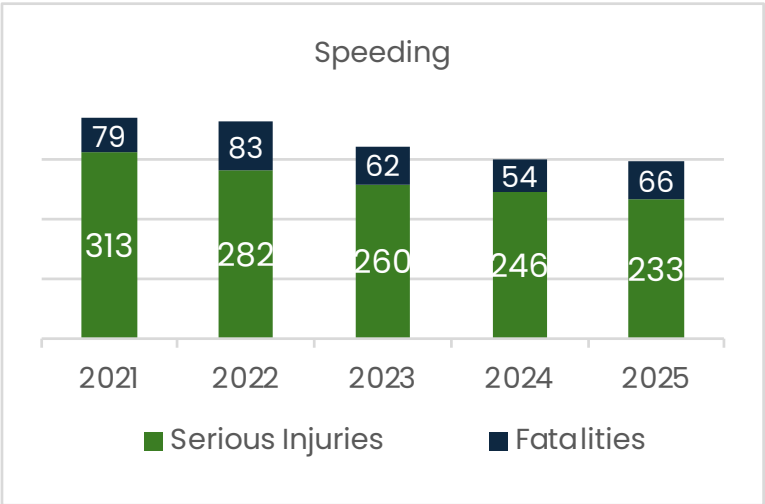
CRASHES STILL ON THE RISE FOR UNBELTED OCCUPANTS

- Crashes involving people not using a seatbelt or proper child restraint increased 5% compared to 2024 and are 11% higher than the 10-year average.
- With the 13% increase, the 70 fatalities in 2025 are slightly below the average for the last 10 years of 71 people.
- Serious injuries increased for the first time in the last 5 years.
- While less than 2% of crashes involved unbelted vehicle occupants, those occupants accounted for 18% of all traffic fatalities and 10% of all serious injuries.



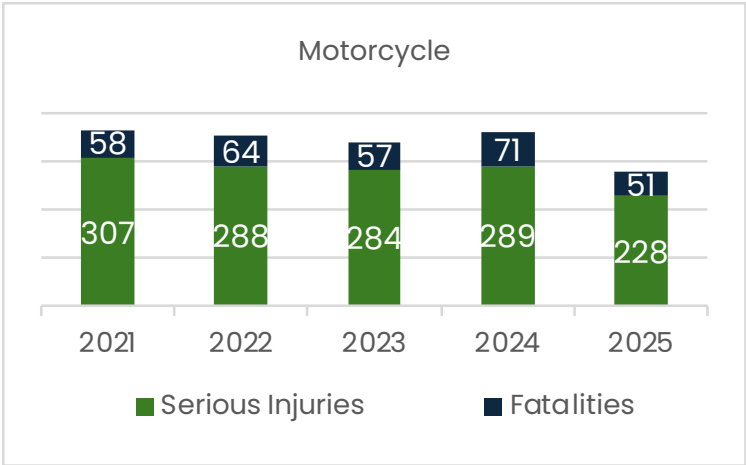
SPEEDING-INVOLVED FATALITIES INCREASING

- Crashes involving drivers whose speed is too fast for the road condition increased slightly for the second time compared to the year before with a total of 8,072 crashes, still the third lowest in the last 10 years.
- Fatalities increased 22% compared to the year before, but it is still lower than the 10-year average of 68 people.
- Serious injuries decreased for the fourth year in a row.



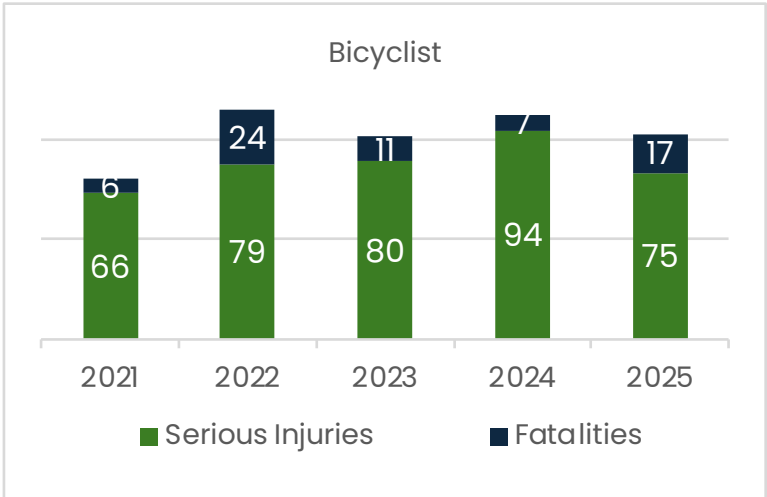
MOTORCYCLE CRASHES, FATALITIES, AND SERIOUS INJURIES DROPPED

- Crashes involving motorcyclists decreased 18% compared to 2024, making it the second lowest in the past 10 years.
- Motorcyclist fatalities decreased 28% with 51 fatalities, the lowest total since 2015.
- Serious injuries also had a decrease of 21% from 2024 but are up 6% from 10 years prior.
- Similar to pedestrian-related crashes, only 1% of all crashes involved motorcycles in 2025, but motorcyclists accounted for 15% of all fatalities and 13% of all serious injuries within the region.



BICYCLIST FATALITIES ON THE RISE

- Crashes involving bicyclists increased for the fourth consecutive year with a total of 923 crashes in 2025, up 5% from 2024, exceeding the 10-year average of 827.
- Bicyclist fatalities more than doubled in 2025 compared to the year before. This number is also higher than the 10-year average of 13 bicyclist fatalities.
- The number of serious injuries decreased for the second time in a row. It is the same as the 10-year average of 75 people.



** NOTE: In the summary analyses above, graphs show only the number of fatalities and serious injuries for each individual emphasis area dating back to 2021. This reflects both the five-year rolling average that is used in SEMCOG’s technical analysis and the primary emphasis on saving lives. To view full 10-year tables for crashes, fatalities, and serious injuries under each emphasis area (including older drivers (65 and over), younger drivers (15-20), commercial vehicles, red-light running, distracted drivers, work zones, driveway-related, secondary, emergency vehicles, school buses, trains, and deer) like the ones shown above, see the end of this report.*

APPENDIX

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	10-Year Trend
Total Number of Crashes and Injuries											
Crashes	145,510	145,427	144,104	141,390	105,485	124,631	128,821	131,448	129,853	128,144	
Fatalities	430	369	356	364	452	426	450	388	402	386	
Serious Injuries	2,076	2,235	2,069	2,031	2,036	2,309	2,189	2,276	2,211	2,083	
Rate per 100 Million VMT											
Crashes	326.39	321.48	315.06	309.39	281.82	297.06	307.44	306.27	303.28	306.90	
Fatality Rate	0.96	0.82	0.78	0.80	1.21	1.02	1.07	0.90	0.94	0.92	
Serious Injury Rate	4.66	4.94	4.52	4.44	5.44	5.50	5.22	5.30	5.16	4.99	
Intersection Crashes											
Crashes	51,379	50,359	48,496	46,478	35,928	41,109	40,316	42,341	43,733	43,214	
Fatalities	130	113	101	137	152	146	139	111	125	131	
Serious Injuries	885	892	817	829	822	864	823	806	912	861	
Lane Departure Crashes											
Crashes	18,818	18,950	18,559	18,761	16,730	18,410	18,251	17,285	16,987	17,110	
Fatalities	171	134	130	120	150	150	157	135	155	119	
Serious Injuries	562	621	562	513	556	657	608	620	568	538	
Impaired Crashes											
Crashes	4,755	4,745	4,636	4,600	4,328	4,550	4,331	4,095	3,918	3,680	
Fatalities	170	167	162	151	158	160	163	141	145	113	
Serious Injuries	418	457	403	428	395	468	433	395	397	358	
Pedestrian Crashes*											
Crashes	1,206	1,226	1,308	1,294	941	979	1,057	1,216	1,180	1,241	
Fatalities	101	83	81	72	100	96	87	97	78	100	
Serious Injuries	188	221	224	227	179	185	213	232	231	220	
Older (65+) Driver-Involved Crashes											
Crashes	23,180	23,789	23,924	24,391	16,672	20,997	23,005	24,190	25,133	25,158	
Fatalities	93	75	75	78	63	57	75	78	84	94	
Serious Injuries	331	328	336	358	270	357	382	417	456	479	
Unbelted Occupant Crashes*											
Crashes	2,520	2,181	1,997	2,169	1,959	2,169	2,268	2,348	2,378	2,487	
Fatalities	73	67	51	71	79	82	87	58	52	70	
Serious Injuries	215	201	162	193	175	255	230	223	201	209	

APPENDIX

Speeding Crashes											
Crashes	10,305	10,168	10,307	10,237	8,230	8,522	8,856	7,901	8,039	8,072	
Fatalities	81	58	62	63	74	79	83	82	54	66	
Serious Injuries	283	238	235	266	274	313	282	260	246	233	
Motorcycle Crashes*											
Crashes	1,332	1,192	1,056	1,117	1,192	1,318	1,244	1,224	1,302	1,071	
Fatalities	57	48	55	48	61	58	64	57	71	51	
Serious Injuries	216	230	225	250	285	307	288	284	289	228	
Younger (15-20) Driver-Involved Crashes											
Crashes	26,896	26,120	24,220	23,212	17,402	21,476	21,045	21,539	20,775	20,179	
Fatalities	50	48	35	46	44	70	54	48	48	49	
Serious Injuries	373	385	284	294	336	384	306	322	305	305	
Commercial Vehicle-Involved Crashes											
Crashes	8,175	7,009	7,962	7,966	5,790	7,406	8,120	8,301	8,468	8,589	
Fatalities	38	28	40	39	24	30	34	39	39	41	
Serious Injuries	120	148	145	134	111	137	139	156	125	132	
Driveway Related Crashes											
Crashes	8,902	9,108	8,725	8,224	5,655	7,098	7,177	7,199	7,112	7,243	
Fatalities	10	11	9	11	7	14	17	19	7	20	
Serious Injuries	102	108	91	103	85	103	106	91	104	102	
Bicycle Crashes*											
Crashes	1,069	914	814	784	705	665	706	815	875	923	
Fatalities	16	5	9	12	22	6	24	11	7	17	
Serious Injuries	69	89	52	78	74	66	79	80	94	75	
Red-Light Running-Involved Crashes											
Crashes	4,083	4,008	4,043	3,950	3,690	4,258	4,162	4,374	4,430	4,276	
Fatalities	23	9	19	20	18	16	23	15	32	14	
Serious Injuries	153	139	124	129	161	197	175	160	163	156	
Work Zone Crashes											
Crashes	2,281	2,460	2,744	3,300	2,194	3,251	4,249	5,211	4,052	3,241	
Fatalities	6	8	6	7	8	5	11	10	15	13	
Serious Injuries	28	23	24	37	25	32	57	73	55	37	

APPENDIX

Distracted Driver Crashes											
Crashes	5,252	9,608	9,110	8,729	8,525	7,675	7,138	7,368	6,852	6,610	
Fatalities	11	28	21	19	12	20	31	25	26	10	
Serious Injuries	127	172	168	134	101	148	142	147	130	125	
Secondary Crashes											
Crashes	1,056	1,925	1,820	1,811	1,587	1,791	1,517	1,578	1,518	1,198	
Fatalities	6	11	5	7	12	8	7	9	7	8	
Serious Injuries	21	50	32	46	35	59	53	38	34	42	
Deer-Involved Crashes											
Crashes	5,187	5,583	5,958	6,552	6,277	6,441	7,241	7,167	7,313	7,893	
Fatalities	1	2	1	1	1	0	1	1	0	2	
Serious Injuries	7	8	8	10	13	19	17	6	14	6	
Emergency Vehicle Crashes											
Crashes	1,011	1,091	1,095	1,016	990	1,026	1,021	1,116	1,133	1,077	
Fatalities	5	3	1	2	1	2	3	1	1	1	
Serious Injuries	23	25	16	14	13	23	23	21	21	18	
Train Crashes											
Crashes	26	21	15	32	15	28	38	18	27	33	
Fatalities	2	1	0	1	0	1	1	1	0	1	
Serious Injuries	3	1	1	0	3	2	1	5	0	1	
School Bus Crashes											
Crashes	191	525	537	586	213	365	517	503	571	585	
Fatalities	0	0	3	0	0	2	1	1	2	0	
Serious Injuries	1	11	5	6	2	3	6	4	8	6	

*only includes the vulnerable road users in the fatality/serious injury counts