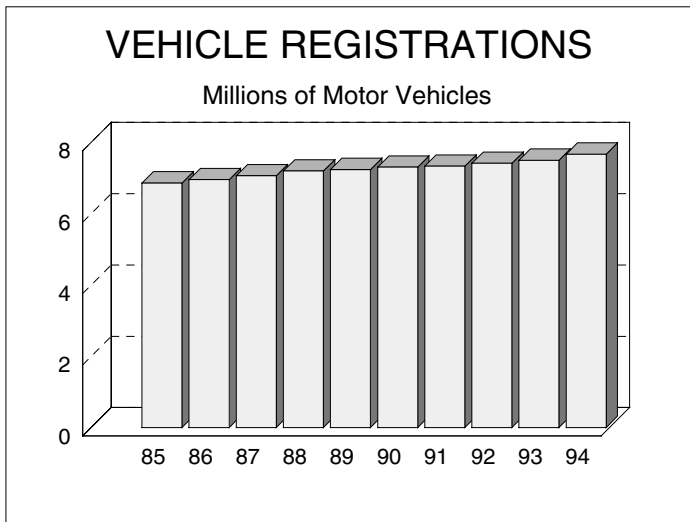
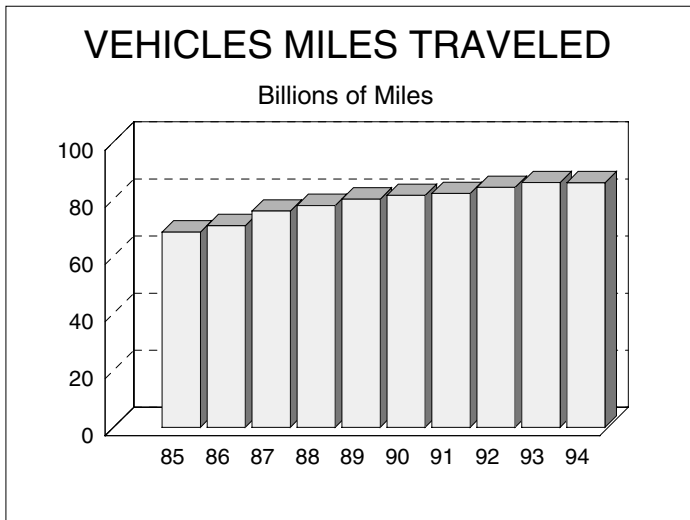


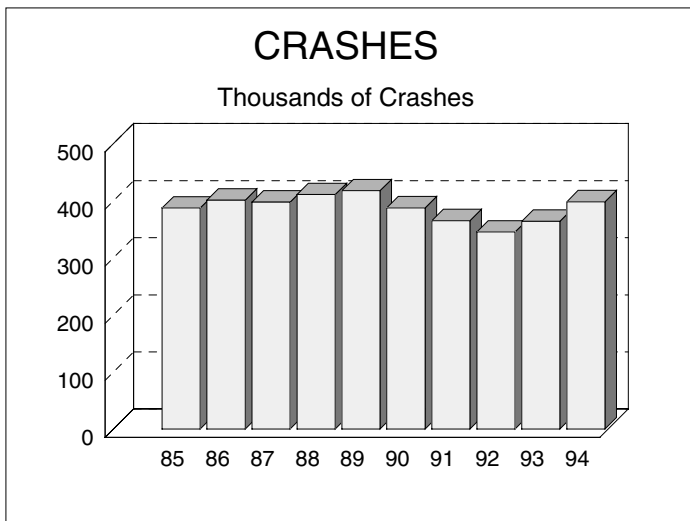
# 10 YEAR



Vehicle Registrations have been increasing steadily since 1985, reaching 7,669,022 in 1994.

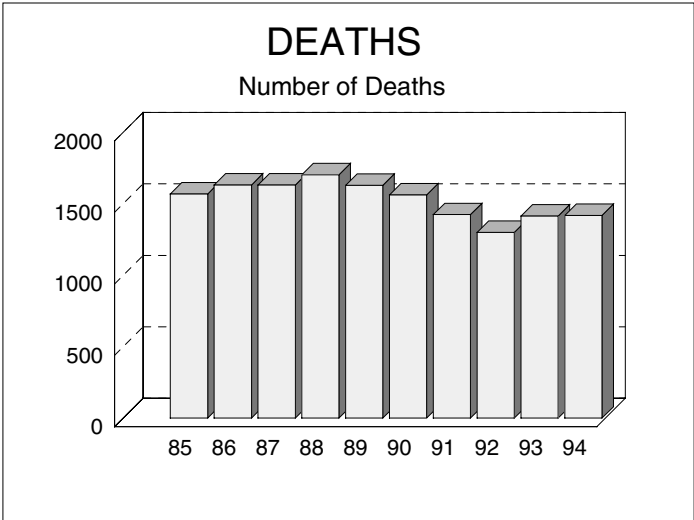


Vehicle miles of travel have increased about 25.1 percent since 1985, reaching 85.6 billion miles in 1994.

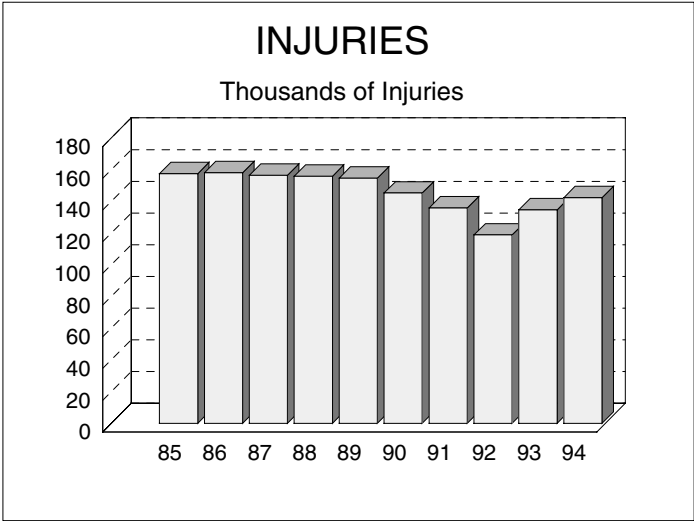


Total crashes increased from 1985, peaking in 1989. Annually since 1989, total number of crashes has remained below 400,000. In 1994, there were 398,050 total crashes statewide.

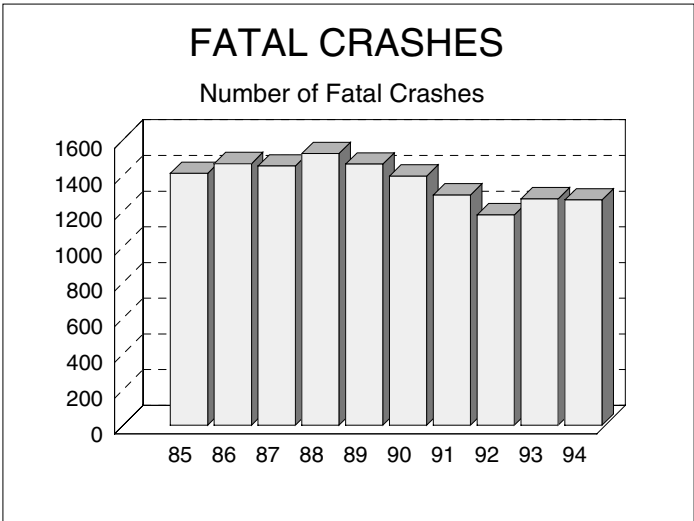
# 10 YEAR TRENDS (continued)



Deaths in motor vehicle crashes increased for the first time in five years in 1993 after a steady decline from 1988 with a low of 1,300 in 1992. In 1994, 1,419 people died in motor vehicle crashes.

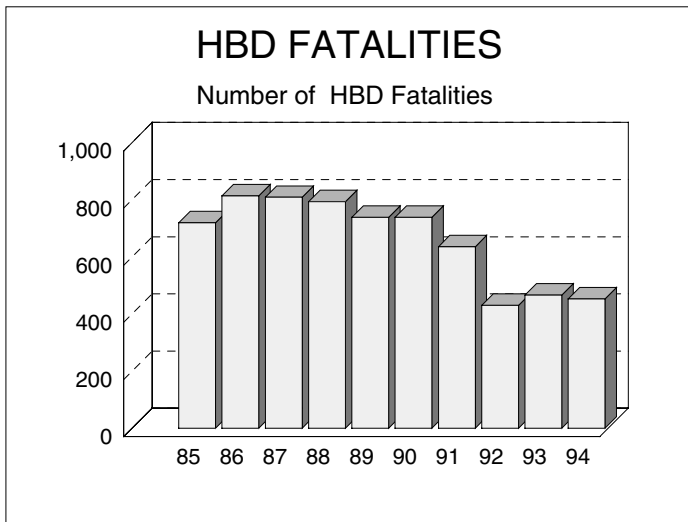


Mirroring the trend in deaths, nonfatal injuries had declined since 1986, with a low in 1992. 142,200 people received nonfatal injuries in Michigan motor vehicle crashes in 1994, up 5.7 percent from 1993.

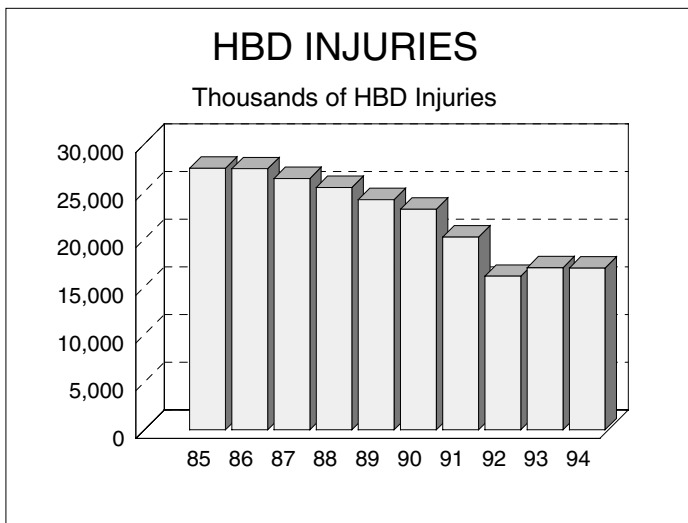


After reaching a peak in 1988, fatal crashes have declined. In 1994, there were 1,262 fatal crashes, down 0.6 percent from 1993.

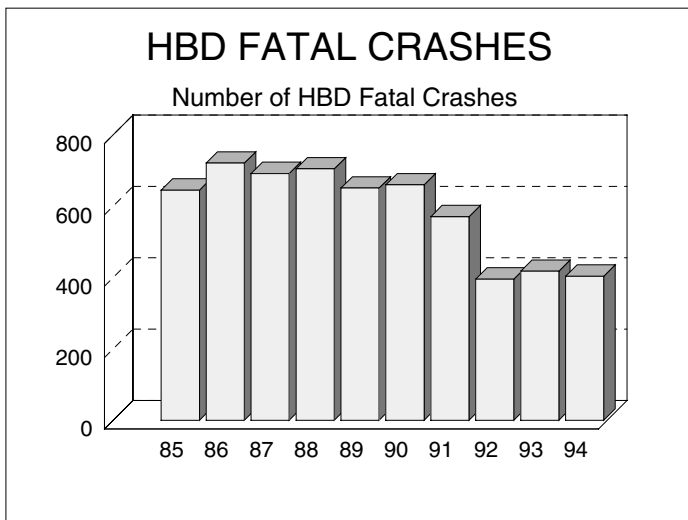
# 10 YEAR



Deaths in alcohol related crashes have decreased 44.4 percent since 1986. There were 452 HBD fatalities in 1994, down 3.1 percent from 1993.

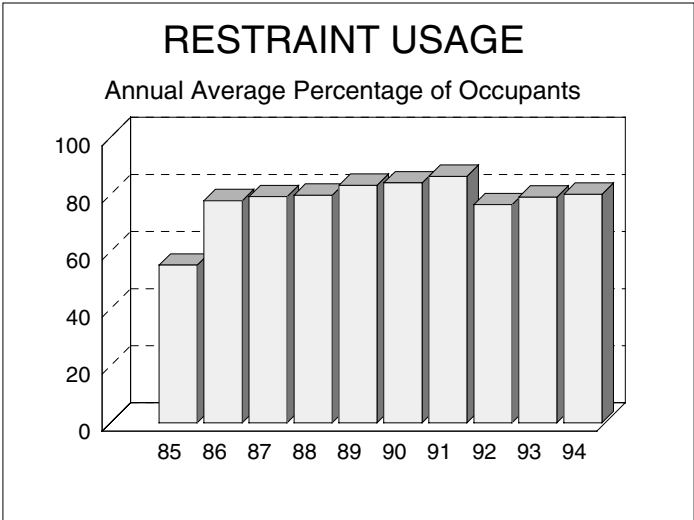


Mirroring the trend in deaths, HBD injuries have decreased 38.1 percent since 1985. There were 16,794 injuries in 1994, down 0.2 percent from 1993.

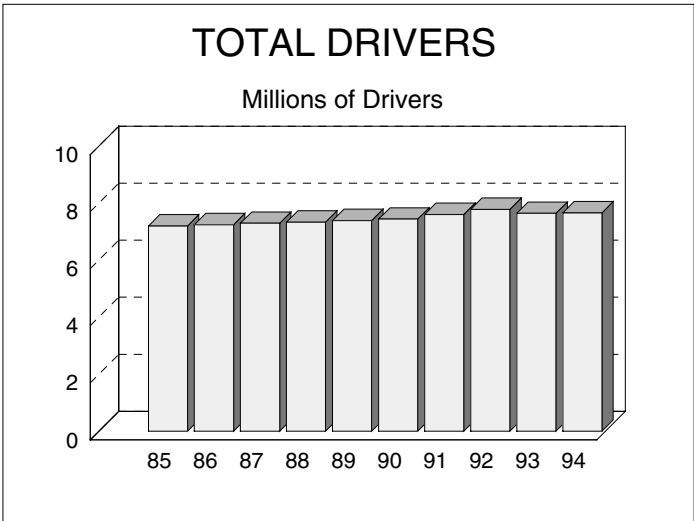


Alcohol involvement in fatal crashes has decreased 44 percent since 1986. In 1994, there were 404 HBD fatal crashes, down 3.4 percent from 1993.

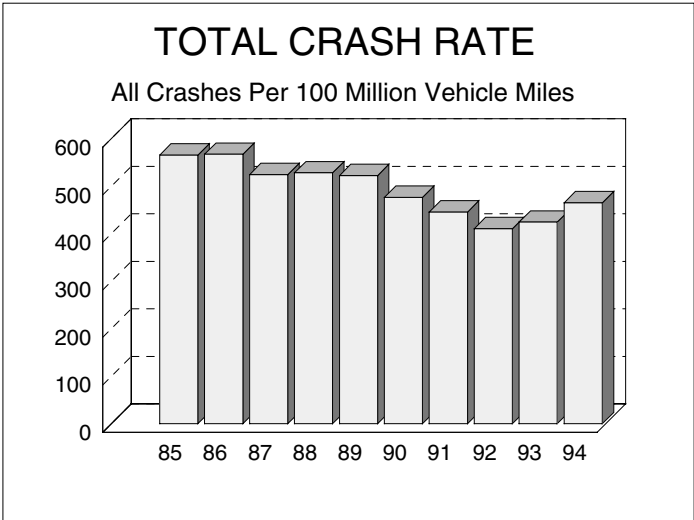
# 10 YEAR TRENDS (continued)



The percentage of motor vehicle occupants using restraints as reported by police in traffic crashes increased dramatically following implementation of Michigan's safety belt use law in July 1985. It continued to increase slowly until declining for the first time in 1992.

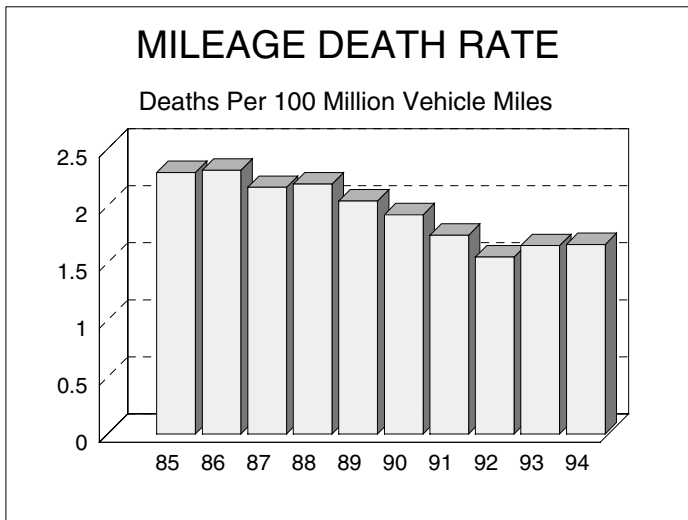


The number of drivers in Michigan increased 0.3 percent to 7,663,993 million in 1994.

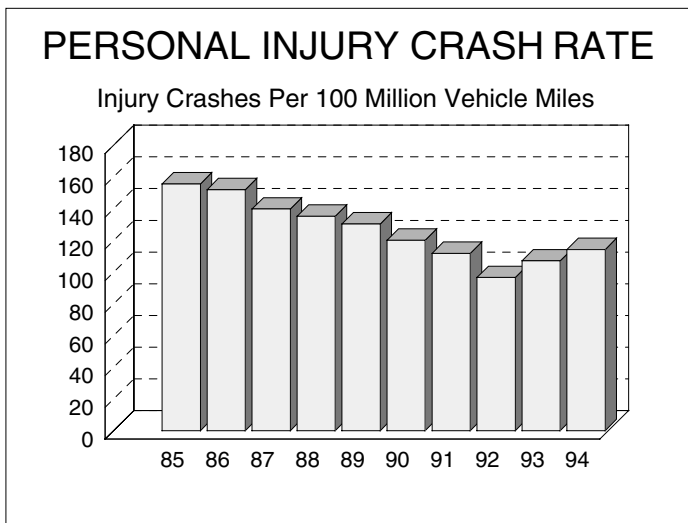


The 465.0 total crash rate in 1994 is a 17.8 percent decrease from 1985.

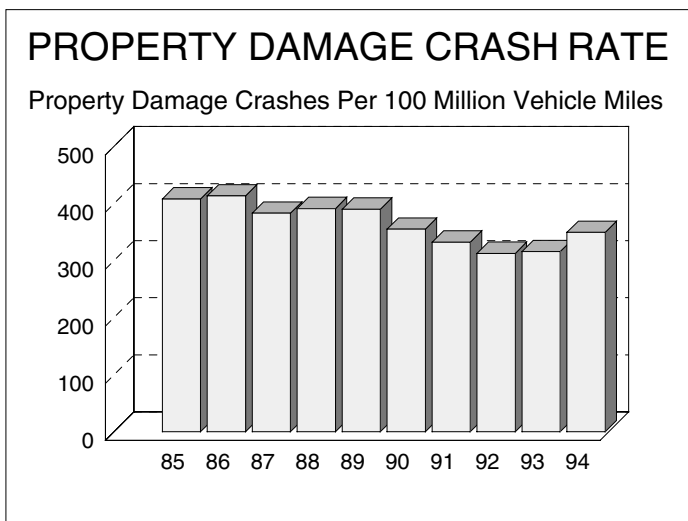
# 10 YEAR



The death rate has declined significantly. The 1.7 death rate in 1994 is a 26.1 percent decrease from 1985.

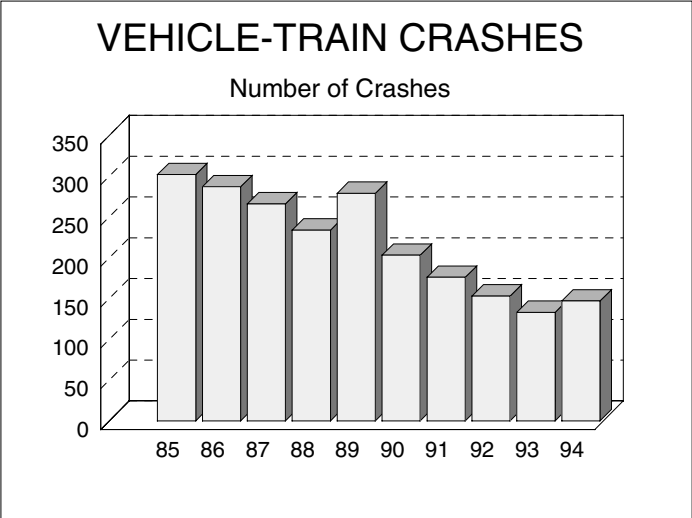


The personal injury crash rate mirrors the death rate with a significant decline. The 114.1 personal injury crash rate in 1994 is a 26.7 percent decrease from 1985.

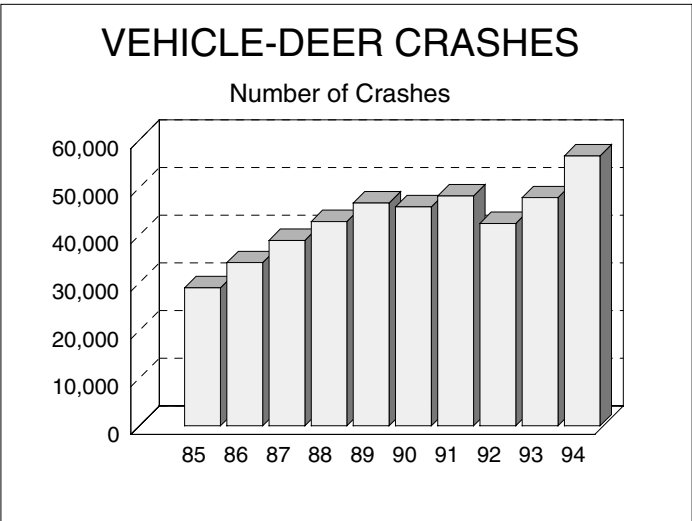


The property damage crash rate has also declined over the last 10 years. The 349.4 property damage crash rate in 1994 is a 14.3 percent decrease from 1985.

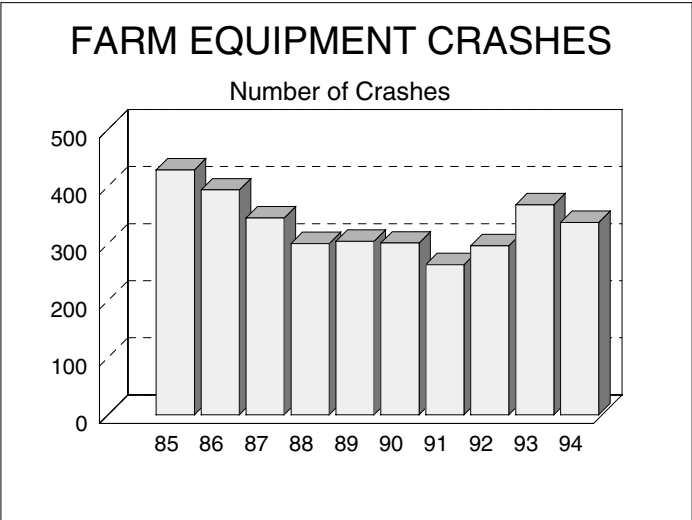
# 10 YEAR TRENDS (continued)



147 vehicle-train crashes occurred in 1994, a 10.5 percent rise from 1993. Train data is provided by the Michigan Department of Transportation [3].

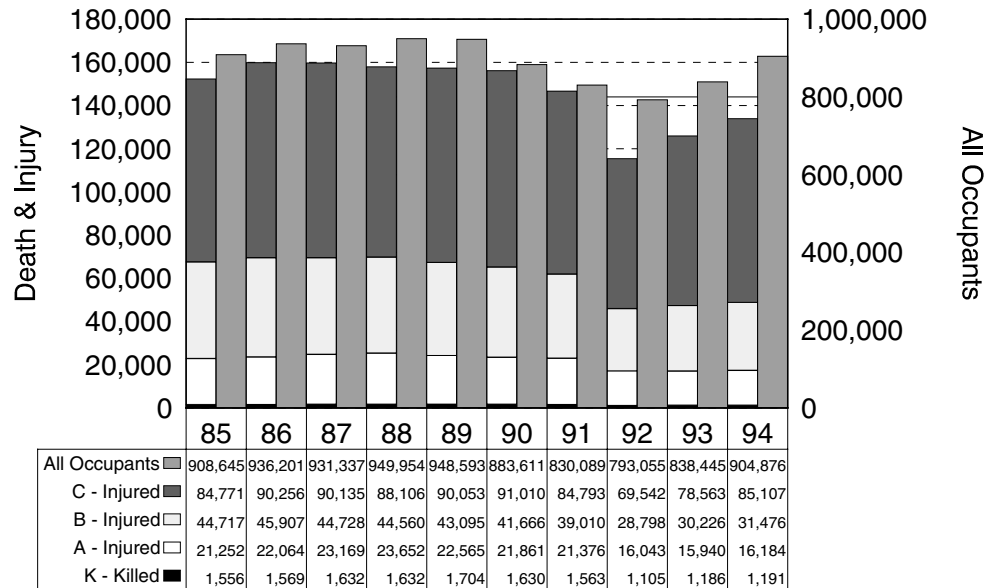


There has been a 95.6 percent rise from 28,968 vehicle-deer crashes in 1985 to 56,666 in 1994.



In 1994, there were 337 farm equipment crashes, down 8.4 percent from the 1993 figure of 368.

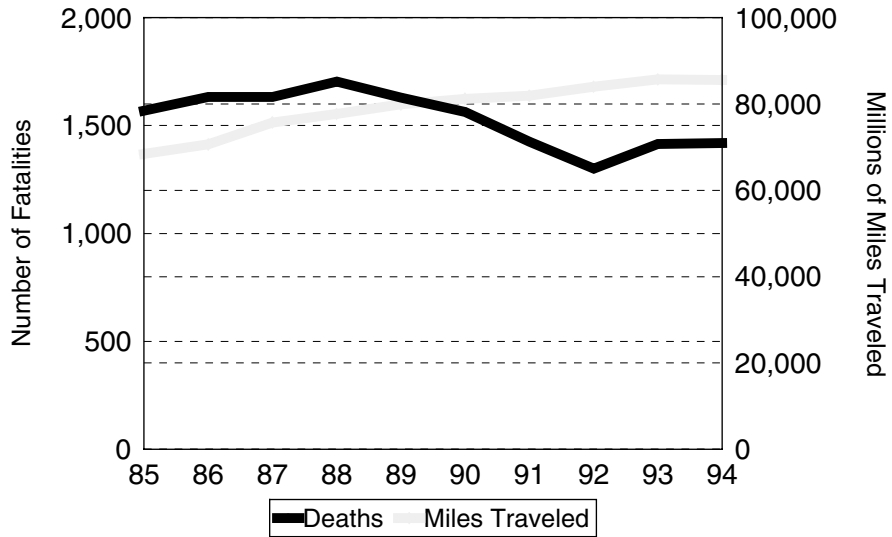
## DEATH & INJURY PER CRASH INVOLVED OCCUPANT



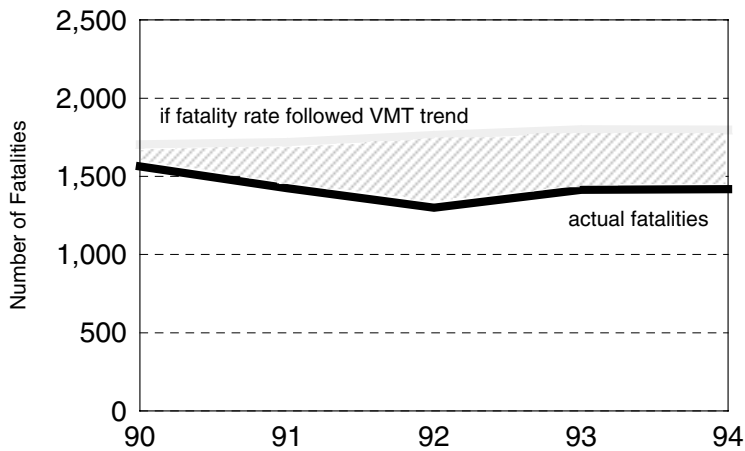
The number of deaths and injuries on Michigan roads has remained significantly lower than the peak number in 1988. However, 1,191 occupants of motor vehicles were fatally injured, 16,184 suffered an A (incapacitating) injury, 31,476 sustained a B (nonincapacitating) injury, and 85,107 sustained a C (possible) injury.

# 10 YEAR

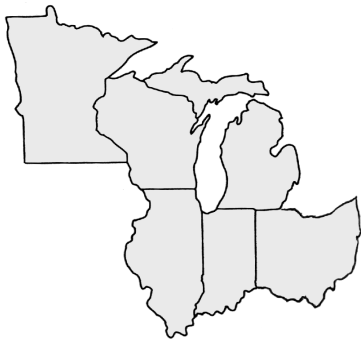
## FATALITIES AND VMT TRENDS



## 5 Year Highlight



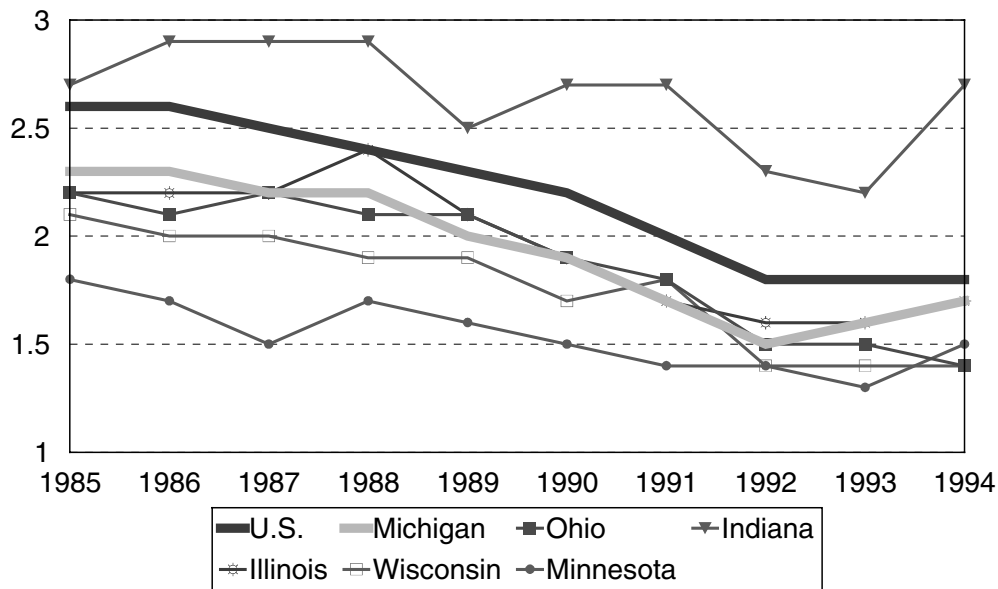
These charts show the dramatic reversal in the fatality rate that began in 1988, and a projection of losses that would have been incurred if the fatality rate had continued to follow the VMT trend.



**10  
YEAR**

### MILEAGE DEATH RATES 1985 - 1994

Comparison - Michigan to U.S. and Surrounding States



The chart above compares the Michigan mileage death rates (motor vehicle traffic deaths per 100,000,000 vehicle miles) to those of its neighboring states and the overall U.S. rates for a ten year period.

Michigan places consistently in the middle of the pack, mirroring the U.S. trend towards a reduced fatality rate.

	U.S.	Michigan	Ohio	Indiana	Illinois	Wisconsin	Minnesota
1985	2.6	2.3	2.2	2.7	2.2	2.1	1.8
1986	2.6	2.3	2.1	2.9	2.2	2.0	1.7
1987	2.5	2.2	2.2	2.9	2.2	2.0	1.5
1988	2.4	2.2	2.1	2.9	2.4	1.9	1.7
1989	2.3	2.0	2.1	2.5	2.1	1.9	1.6
1990	2.2	1.9	1.9	2.7	1.9	1.7	1.5
1991	2.0	1.7	1.8	2.7	1.7	1.8	1.4
1992	1.8	1.5	1.5	2.3	1.6	1.4	1.4
1993	1.8	1.6	1.5	2.2	1.6	1.4	1.3
1994	1.8*	1.7	1.4*	2.7	1.7*	1.4*	1.5*

\* Provisional mileage death rates

U.S. data for this table and tables on the following page were provided by the National Safety Council [4]. State data for this table and tables on the following page were provided by Ohio [5], Indiana [6], Illinois [7], Wisconsin [8], and Minnesota [9].

# 10 YEAR



## MICHIGAN AND SURROUNDING STATES COMPARISON OF FATALITIES AND VMT

Year	U.S. Persons Killed	Michigan Persons Killed	Ohio Persons Killed	Indiana Persons Killed	Illinois Persons Killed	Wisconsin Persons Killed	Minnesota Persons Killed
1985	45,901	1,569	1,644	976	1,552	750	610
1986	47,865	1,632	1,673	1,039	1,617	757	572
1987	48,290	1,632	1,772	1,056	1,685	817	530
1988	49,078	1,704	1,748	1,104	1,860	813	615
1989	47,575	1,630	1,772	973	1,748	817	605
1990	46,814	1,563	1,637	1,044	1,589	763	568
1991	43,536	1,425	1,635	1,022	1,448	795	531
1992	40,800	1,300	1,440	903	1,384	645	581
1993	42,000	1,414	1,484	891	1,392	703	538
1994	43,000	1,419	1,368	976	1,554*	706*	644*

\* Provisional fatalities

Year	U.S. VMT	Michigan VMT	Ohio VMT	Indiana VMT	Illinois VMT	Wisconsin VMT	Minnesota VMT
1985	1,774	68.4	75.8	35.6	71.0	36.7	33.1
1986	1,835	70.6	78.1	35.9	74.3	38.4	34.2
1987	1,924	75.7	79.3	36.7	76.0	40.2	35.1
1988	2,026	77.7	81.8	38.4	78.6	42.3	36.4
1989	2,107	79.9	84.1	38.7	81.6	43.1	37.6
1990	2,148	81.2	88.2	38.7	83.6	44.3	38.8
1991	2,172	81.9	93.0	38.6	85.7	45.5	39.3
1992	2,240	84.0	95.2	39.0	87.9	47.5	41.3
1993	2,289	85.7	97.5	40.0	89.8	48.8	42.3
1994	2,347	85.6	99.0*	36.0	92.1*	50.8*	43.4

\* Projected VMT

VMT described in billions of miles