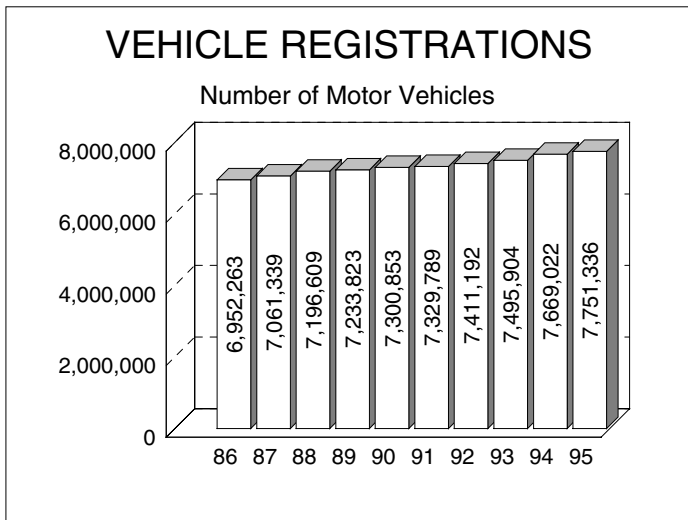
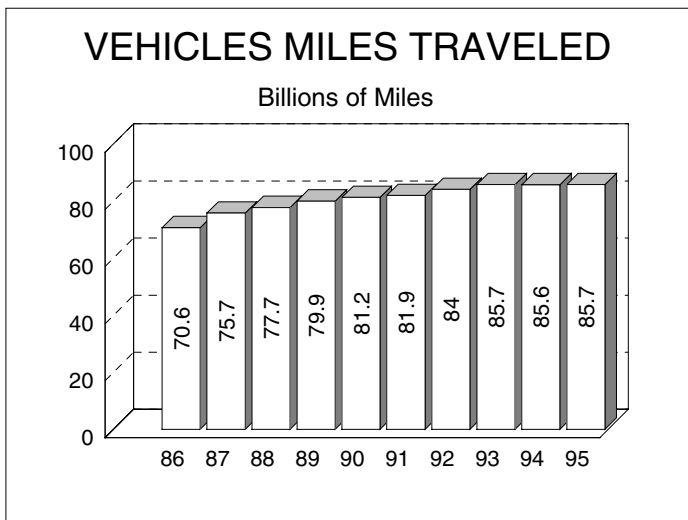


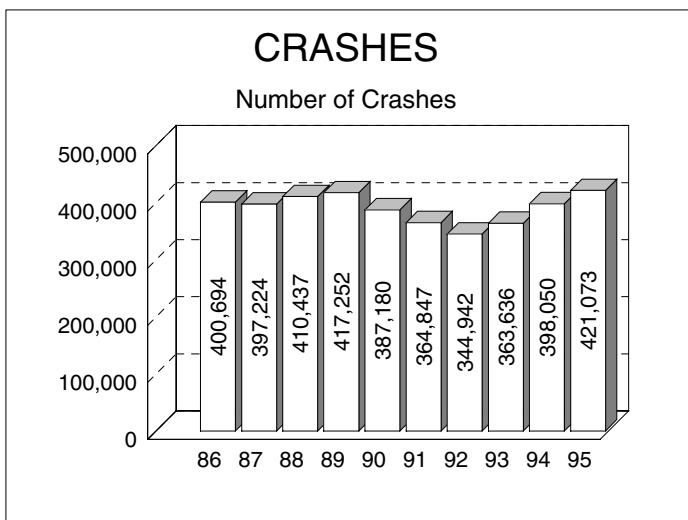
10 YEAR



Vehicle Registrations have been increasing steadily since 1986, reaching 7,751,336 in 1995.

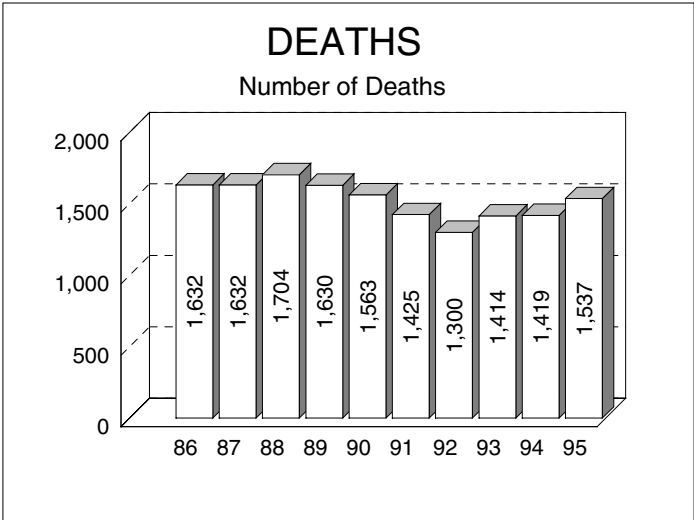


Vehicle miles of travel have increased 21.4 percent since 1986, reaching 85.7 billion miles in 1995.

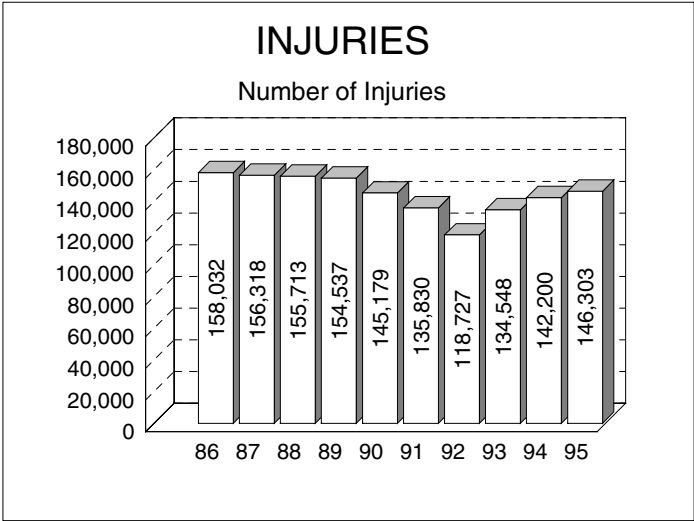


There were 421,073 total crashes statewide in 1995, a ten year high.

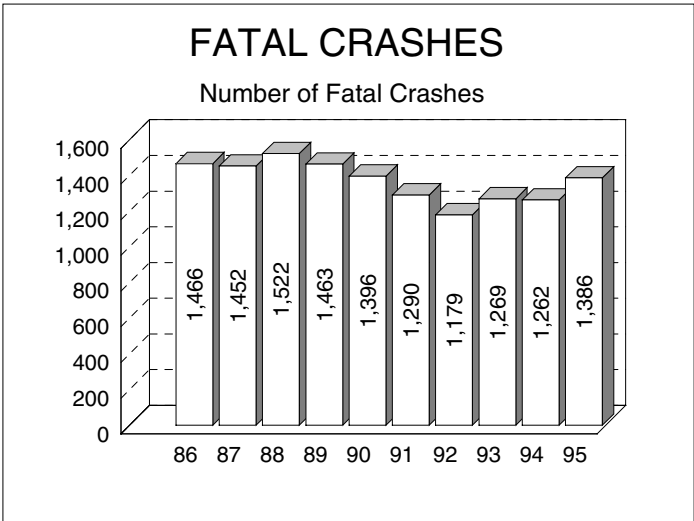
10 YEAR TRENDS (continued)



Deaths in motor vehicle crashes began increasing in 1993 after a steady decline from 1988 with a low of 1,300 in 1992. In 1995, 1,537 people died in motor vehicle crashes.

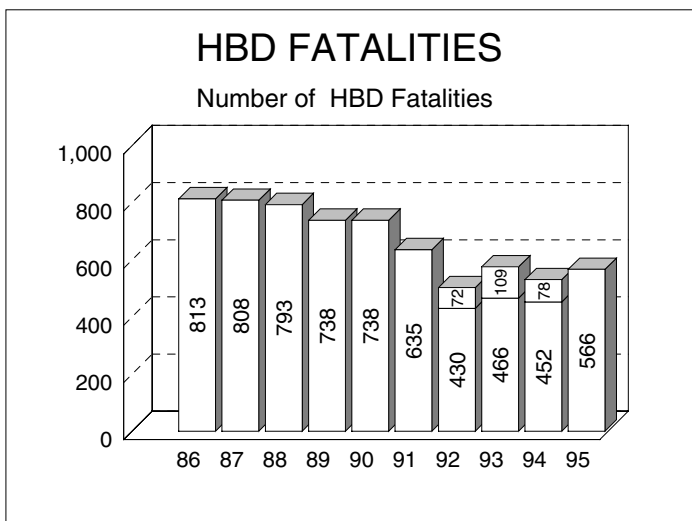


Mirroring the trend in deaths, nonfatal injuries had declined since 1986, with a low in 1992. 146,303 people received nonfatal injuries in Michigan motor vehicle crashes in 1995, up 2.9 percent from 1994.



After reaching a peak in 1988, fatal crashes had declined until 1992. In 1995, there were 1,386 fatal crashes, up 9.8 percent from 1994.

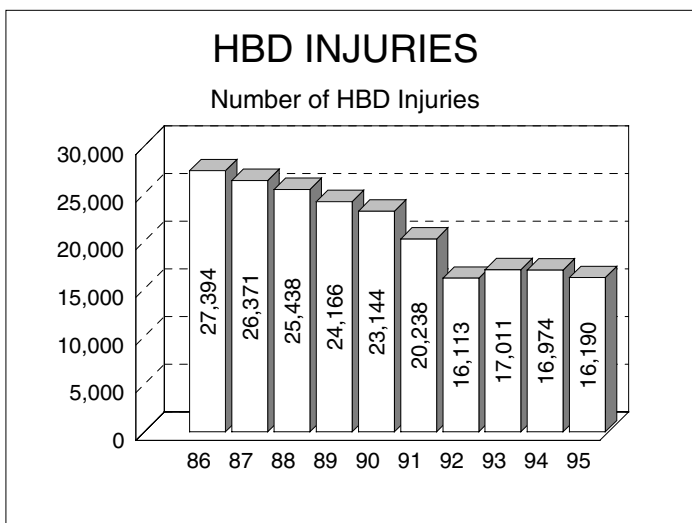
10 YEAR



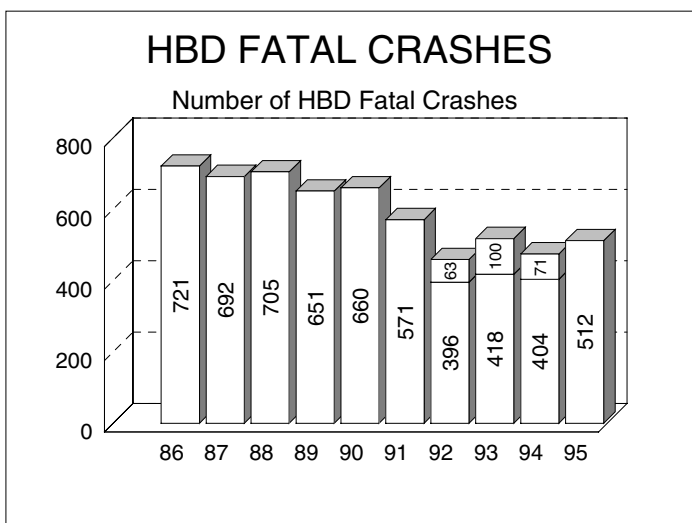
Deaths in alcohol related crashes had decreased from 1986 until 1993. There were 566 HBD fatalities in 1995, up 6.8 percent from 1994.

Revised HBD Fatality & Fatal Crash Counts

The numbers in the upper sections of the bars for 1992-1994 represent additional alcohol-related fatalities (and HBD fatal crashes below) that were reported after the official May 1 file close-out date in the following year. New procedures in the handling of fatal crash reports, begun in January 1995, have resulted in more timely identification of alcohol involvement in fatal crashes.

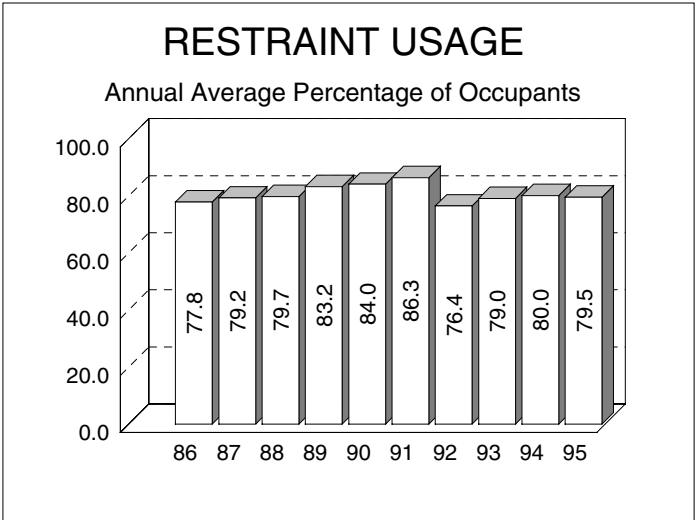


Mirroring the trend in deaths, HBD injuries decreased until 1993. There were 16,190 injuries in 1995, down 4.6 percent from 1994.



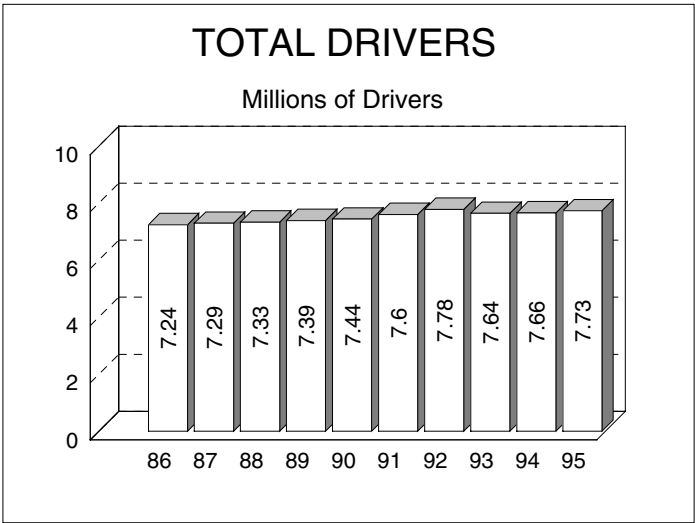
Alcohol involvement in fatal crashes has decreased 29 percent since 1986. In 1995, there were 512 HBD fatal crashes, up 7.8 percent from 1994.

10 YEAR TRENDS (continued)

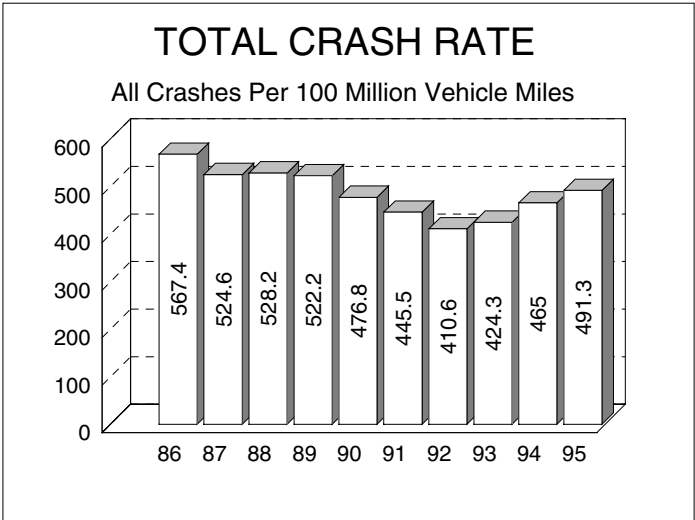


The percentage of motor vehicle occupants using restraints as reported by police in traffic crashes increased dramatically following implementation of Michigan's safety belt use law in July 1985. It continued to increase slowly until declining for the first time in 1992.

Note: Please see additional restraint usage information on page 98.

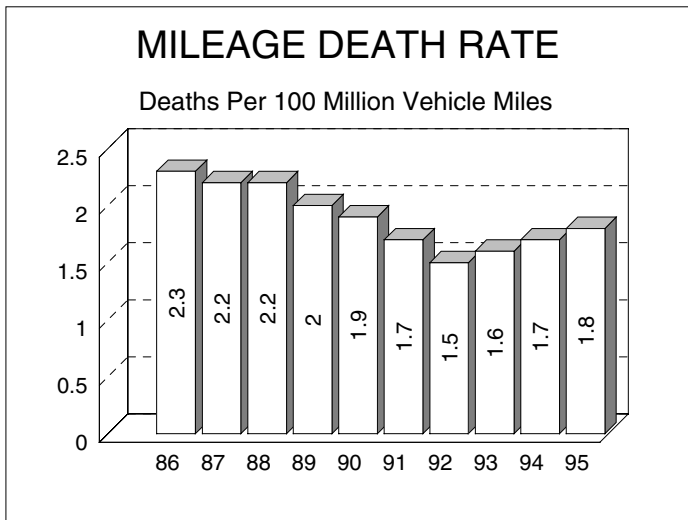


The number of drivers in Michigan increased 0.9 percent to 7,733,397 million in 1995.

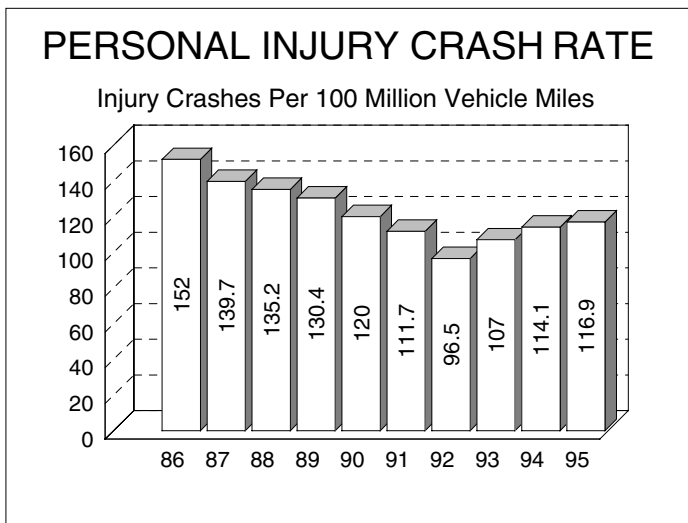


The 491.3 total crash rate in 1995 is a 5.7 percent increase from 1994.

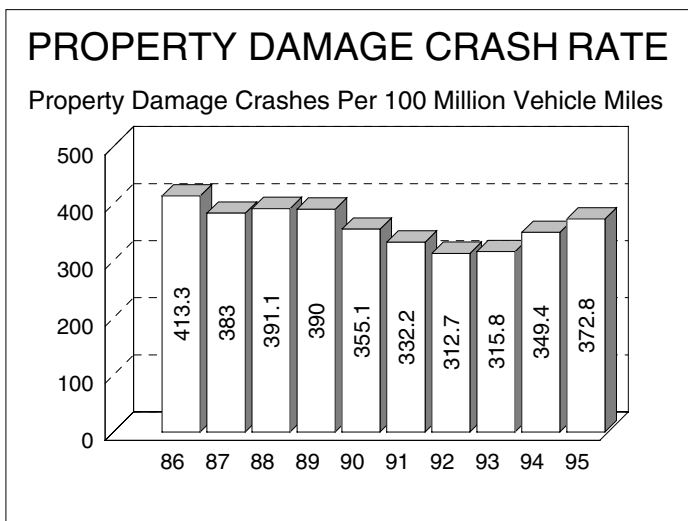
10 YEAR



The 1.8 death rate in 1995 is a 5.9 percent increase from 1994.

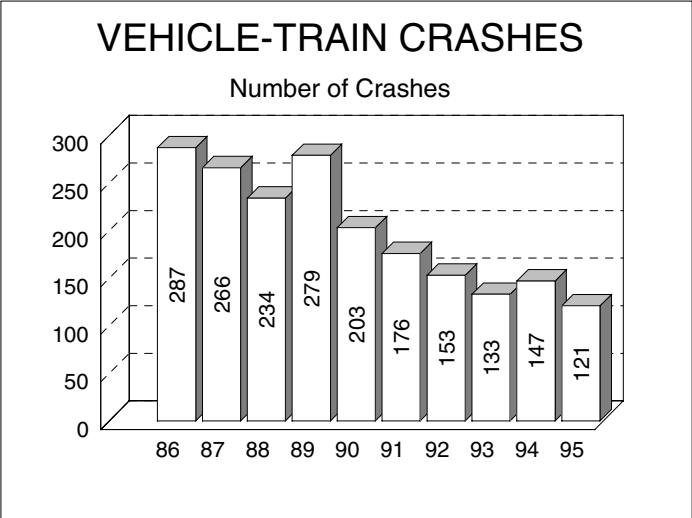


The 116.9 personal injury crash rate in 1995 is a 2.5 percent increase from 1994.

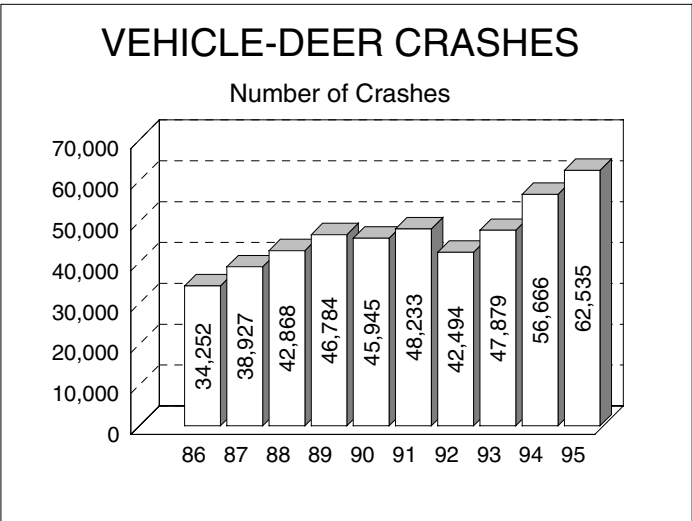


The 372.8 property damage crash rate in 1995 is a 6.7 percent increase from 1994.

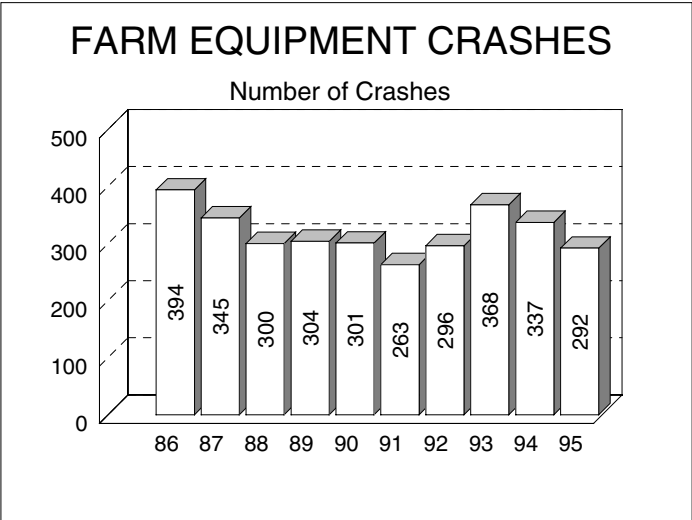
10 YEAR TRENDS (continued)



121 vehicle-train crashes occurred in 1995, a 17.7 percent decrease from 1994. Train data is provided by the Michigan Department of Transportation [3].

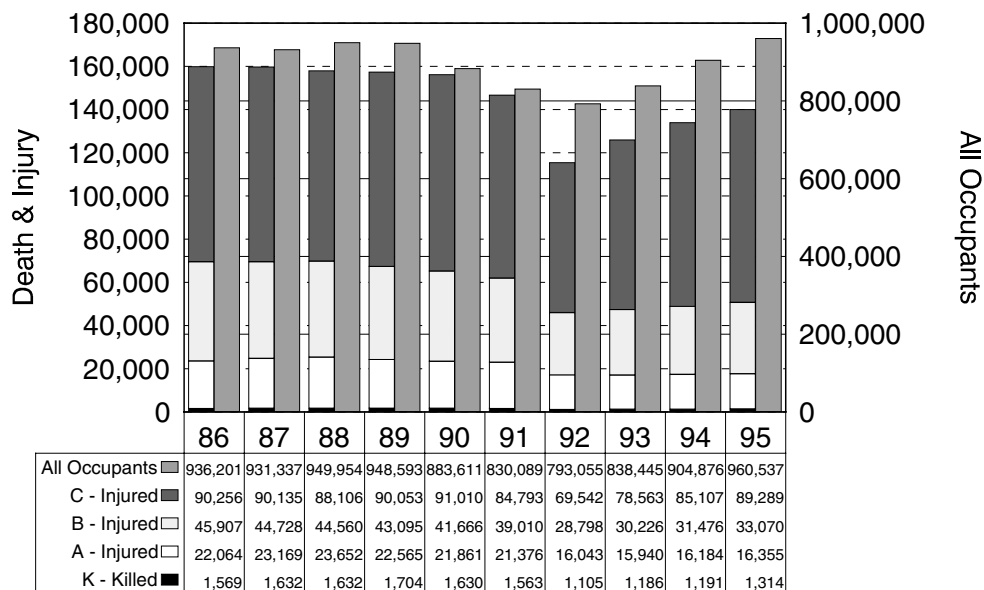


There has been an 82.6 percent rise from 34,252 vehicle-deer crashes in 1986 to 62,535 in 1995.



In 1995, there were 292 farm equipment crashes, down 13.4 percent from the 1994 figure of 337.

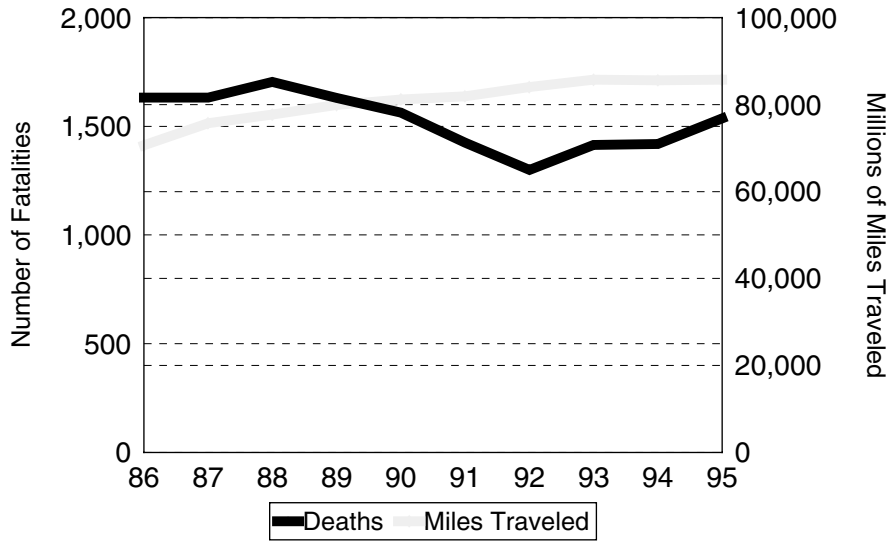
DEATH & INJURY PER CRASH INVOLVED OCCUPANT



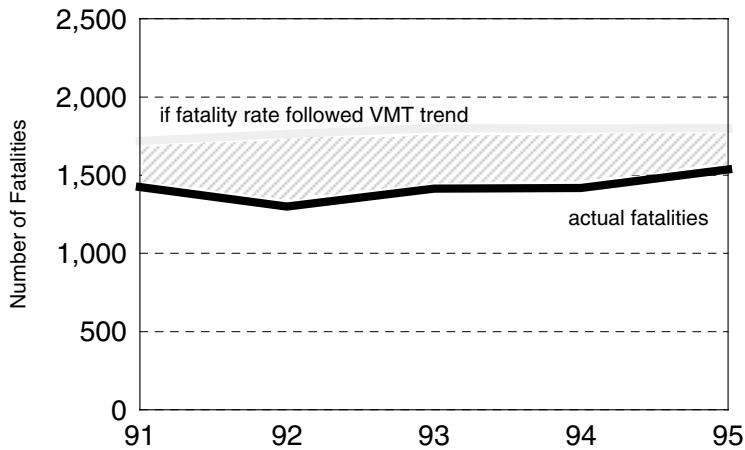
The number of deaths and injuries on Michigan roads has remained significantly lower than the peak number in 1986. However, 1,314 occupants of motor vehicles were fatally injured, 16,355 suffered an A (incapacitating) injury, 33,070 sustained a B (nonincapacitating) injury, and 89,289 sustained a C (possible) injury in 1995.

10 YEAR

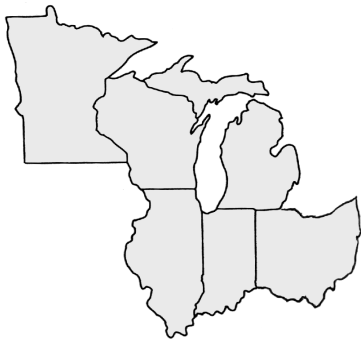
FATALITIES AND VMT TRENDS



5 Year Highlight



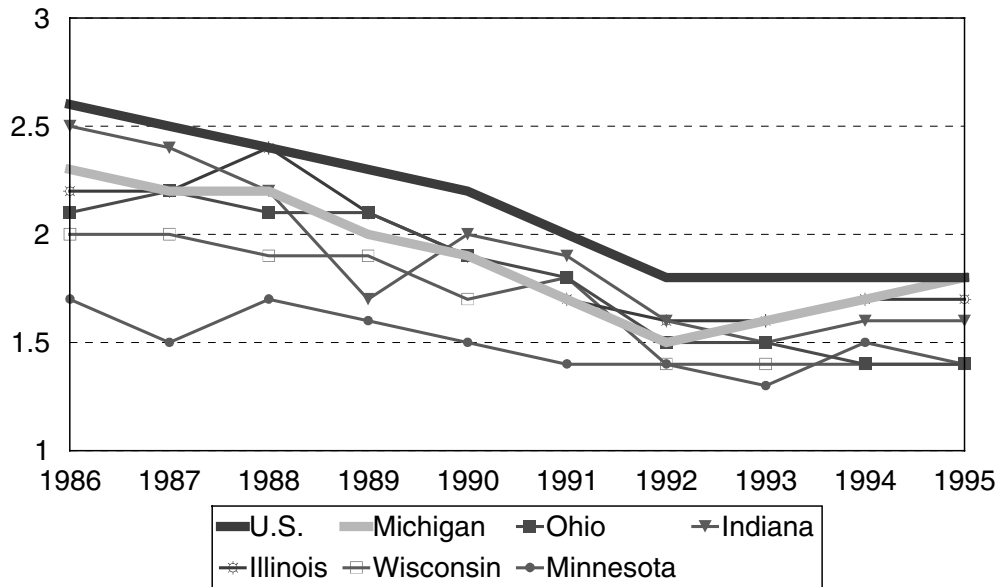
These charts show the dramatic reversal in the fatality rate that began in 1989, and a projection of losses that would have been incurred if the fatality rate had continued to follow the VMT trend.



**10
YEAR**

MILEAGE DEATH RATES 1986 - 1995

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 has placed consistently in the middle of the pack, mirroring the U.S. trend towards a reduced fatality rate. Over the last three years, the Michigan mileage death rate has risen to match the U.S. rate.

	U.S.	Michigan	Ohio	Indiana	Illinois	Wisconsin	Minnesota
1986	2.6	2.3	2.1	2.5	2.2	2.0	1.7
1987	2.5	2.2	2.2	2.4	2.2	2.0	1.5
1988	2.4	2.2	2.1	2.2	2.4	1.9	1.7
1989	2.3	2.0	2.1	1.7	2.1	1.9	1.6
1990	2.2	1.9	1.9	2.0	1.9	1.7	1.5
1991	2.0	1.7	1.8	1.9	1.7	1.8	1.4
1992	1.8	1.5	1.5	1.6	1.6	1.4	1.4
1993	1.8	1.6	1.5	1.5	1.6	1.4	1.3
1994	1.8	1.7	1.4	1.6	1.7	1.4	1.5
1995	1.8	1.8	1.4	1.6	1.7	1.4	1.4

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

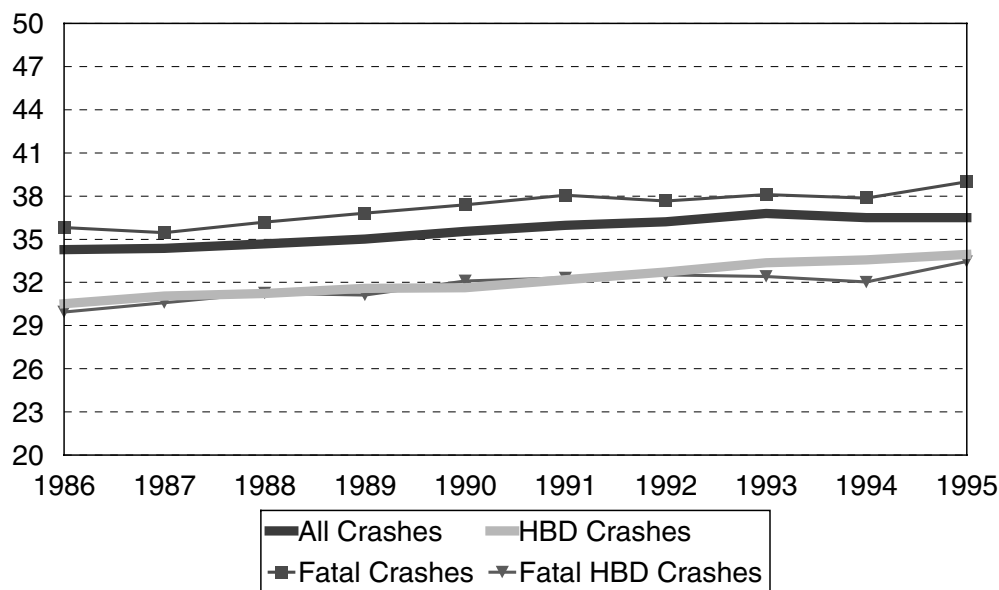
Year	U.S. Persons Killed	Michigan Persons Killed	Ohio Persons Killed	Indiana Persons Killed	Illinois Persons Killed	Wisconsin Persons Killed	Minnesota Persons Killed
1986	47,865	1,632	1,673	1,038	1,617	757	572
1987	48,290	1,632	1,772	1,055	1,685	817	530
1988	49,078	1,704	1,748	1,099	1,860	813	615
1989	47,575	1,630	1,772	971	1,748	817	605
1990	46,814	1,563	1,637	1,049	1,589	763	568
1991	43,536	1,425	1,635	1,022	1,448	795	531
1992	40,982	1,300	1,440	901	1,384	645	581
1993	41,893	1,414	1,484	901	1,392	703	538
1994	42,700	1,419	1,368	974	1,554	706	644
1995	43,900	1,537	1,357	960	1,586	739	597

Year	U.S. VMT	Michigan VMT	Ohio VMT	Indiana VMT*	Illinois VMT	Wisconsin VMT	Minnesota VMT
1986	1,835	70.6	78.1	40.8	74.3	38.4	34.2
1987	1,924	75.7	79.3	43.6	76.0	40.2	35.1
1988	2,026	77.7	81.8	51.1	78.6	42.3	36.4
1989	2,107	79.9	84.1	56.2	81.6	43.1	37.6
1990	2,148	81.2	88.2	53.7	83.6	44.3	38.8
1991	2,172	81.9	93.0	54.3	85.7	45.5	39.3
1992	2,240	84.0	95.2	57.1	87.9	47.5	41.3
1993	2,289	85.7	97.5	60.5	89.8	48.8	42.3
1994	2,347	85.6	99.0	62.1	92.1	50.3	43.4
1995	2,405	85.7	99.7	62.0	94.3	51.4	44.1

VMT described in billions of miles

* In 1995, Indiana changed its source for VMT reporting from the Indiana State Police to the Federal Highway Administration. Indiana VMTs have been adjusted back to 1986.

AVERAGE AGE OF DRIVERS IN CRASHES 1986 - 1995



Reflecting the demographic trend of increasing age in the general population, the average age of crash-involved drivers has also increased. An aging driving population has implications for law enforcement prioritizing, highway design, traffic signing considerations, and Emergency Medical System procedures.

Note: Fatal HBD Crash numbers for 1992, 1993, and 1994 have not been revised. See page 11.

