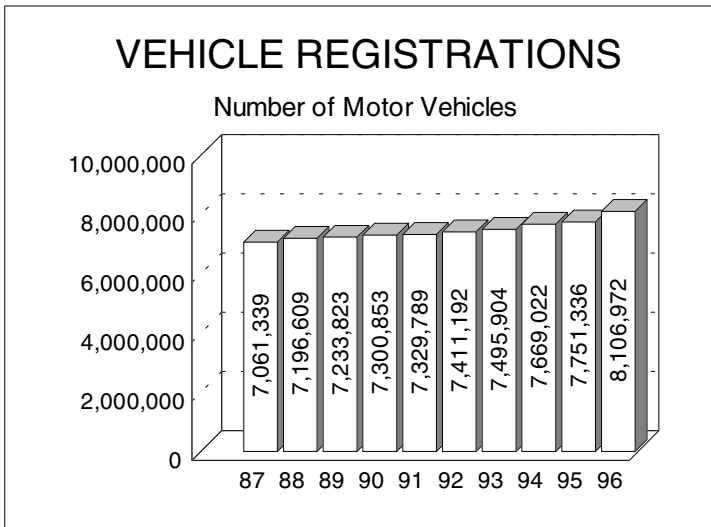
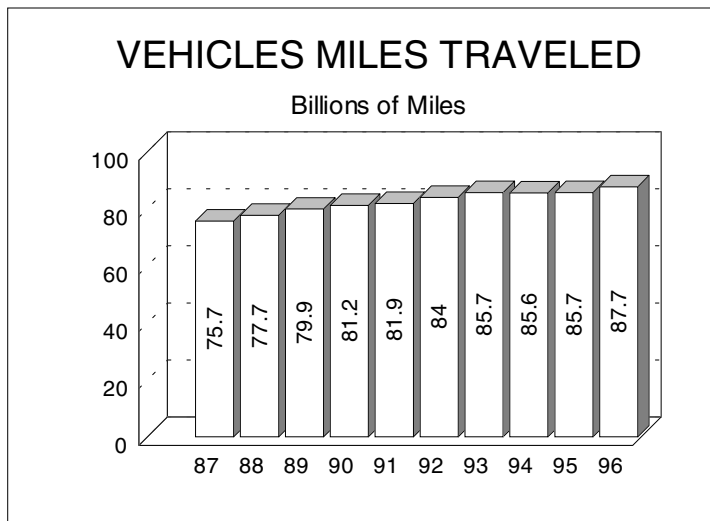


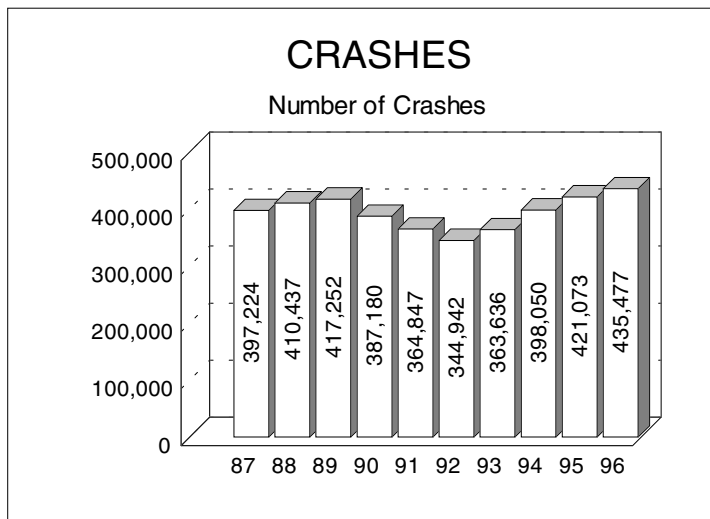
10 YEAR



Vehicle Registrations have been increasing steadily since 1987, reaching 8,106,972 in 1996.

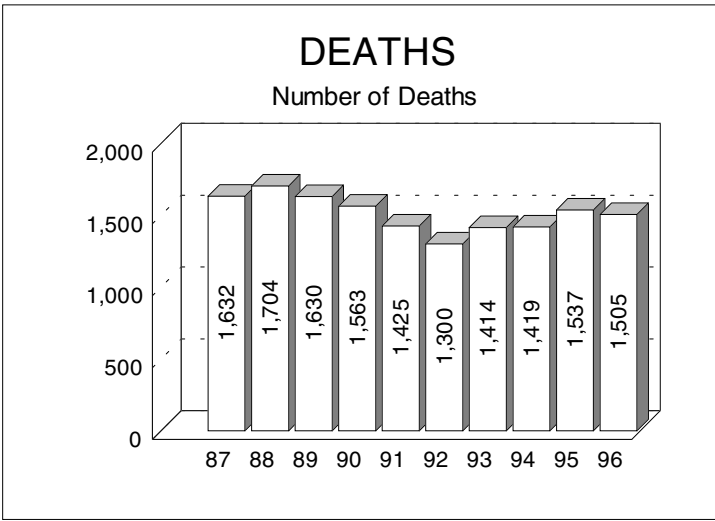


Vehicle miles of travel have increased 15.9 percent since 1987, reaching 87.7 billion miles in 1996.

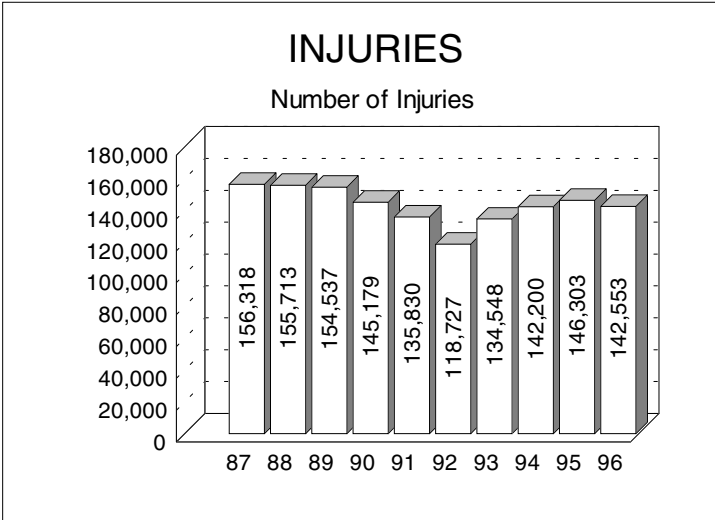


There were 435,477 total crashes statewide in 1996, a ten year high.

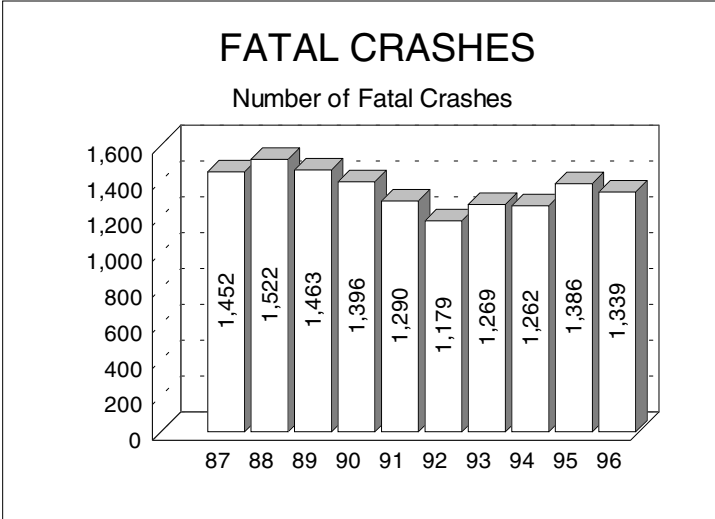
10 YEAR TRENDS (continued)



Number of deaths has remained below the high of 1,704 in 1988. In 1996, 1,505 people died in motor vehicle crashes, a decline of 2.1 percent from 1995.

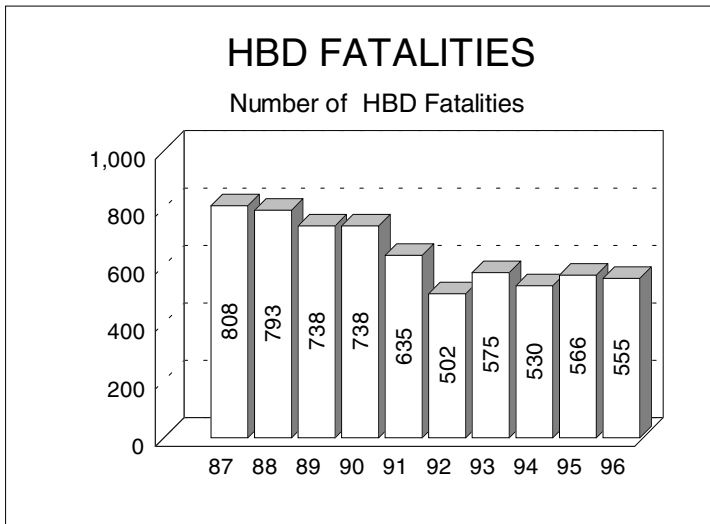


142,553 people received nonfatal injuries in Michigan motor vehicle crashes in 1996, down 8.8 percent from the high of 156,318 in 1987.

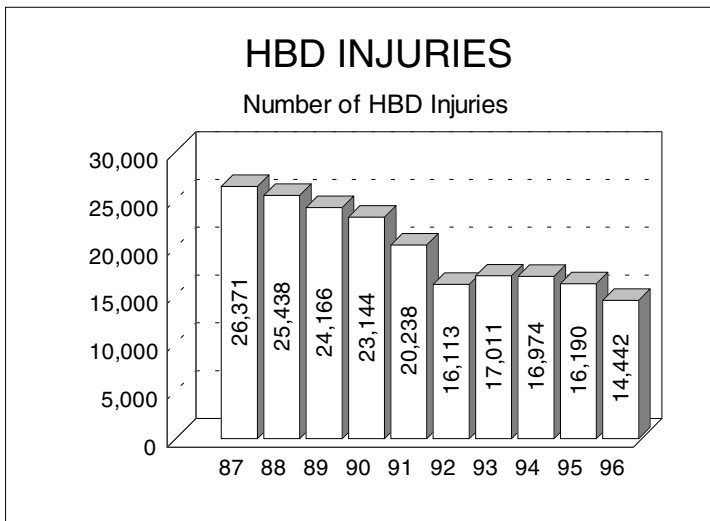


After reaching a peak in 1988, fatal crashes had declined until 1992. In 1996, there were 1,339 fatal crashes, down 3.4 percent from 1995.

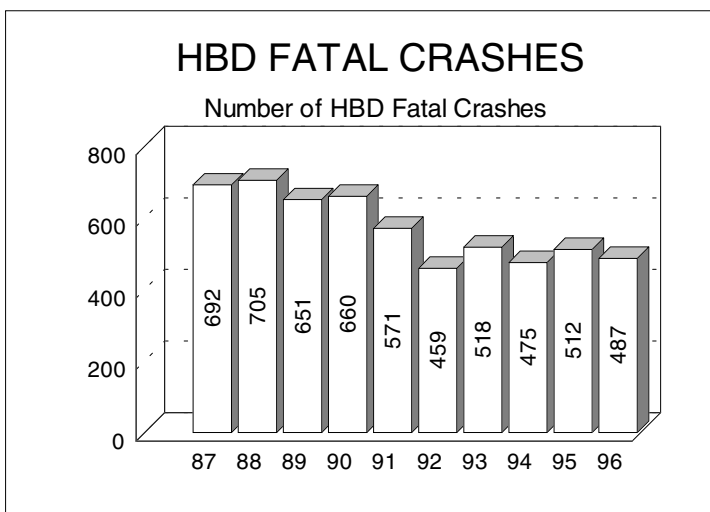
10 YEAR



Deaths in alcohol related crashes have decreased over the last ten years. There were 555 HBD fatalities in 1996, down 31.3 percent from 1987.

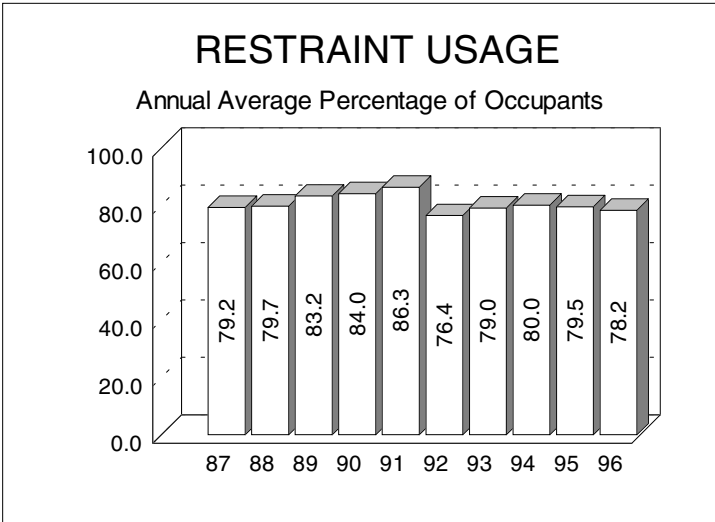


Mirroring the trend in deaths, HBD injuries have decreased over the last ten years. There were 14,442 injuries in 1996, down 45.2 percent from 1987.



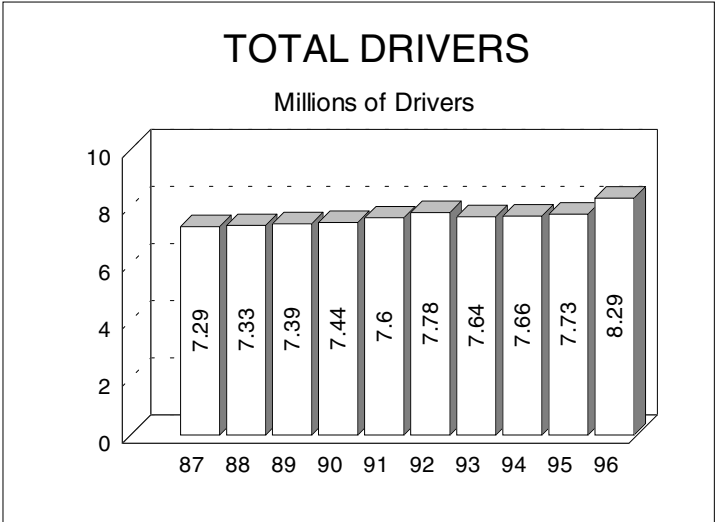
Alcohol involvement in fatal crashes has decreased 29.6 percent since 1987. In 1996, there were 487 HBD fatal crashes, down 4.9 percent from 1995.

10 YEAR TRENDS (continued)

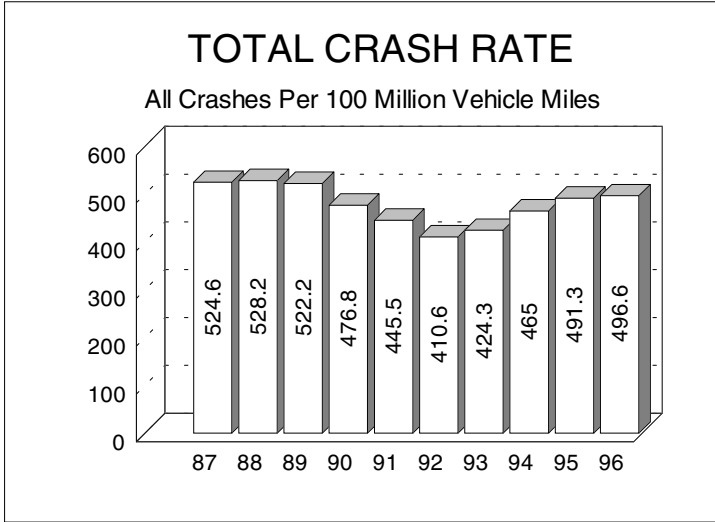


The percentage of motor vehicle occupants using restraints as reported by police in traffic crashes increased dramatically following implementation of Michigan's safety belt use law in July 1985. The ten-year average percentage is 80.6.

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

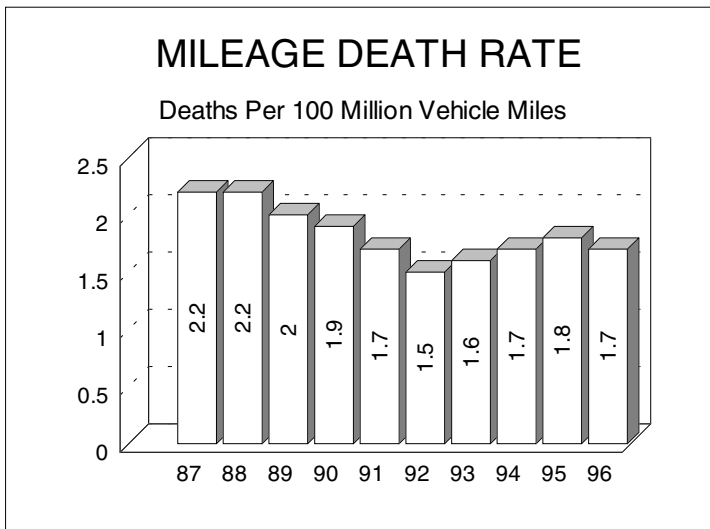


The number of drivers in Michigan increased 7.2 percent to 8,291,977 million in 1996.

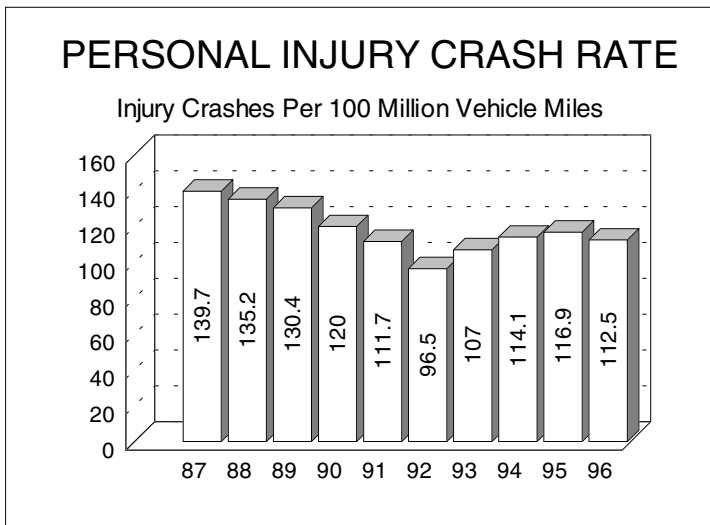


The 496.6 total crash rate in 1996 is a 1.1 percent increase from 1995.

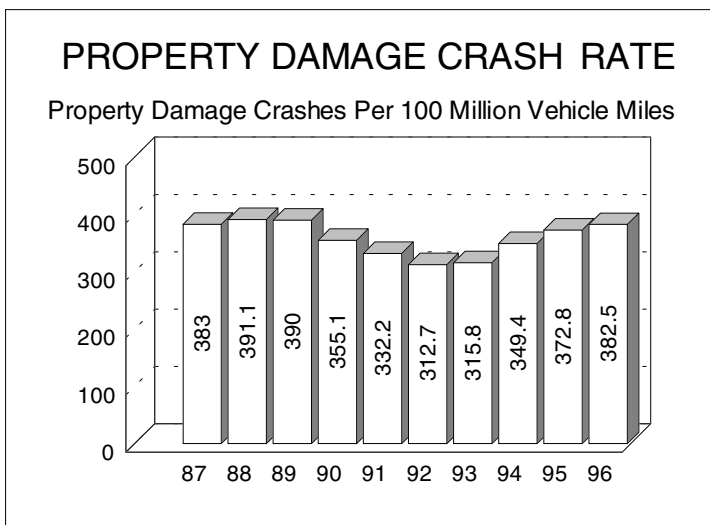
10 YEAR



The 1.7 death rate in 1996 is a 5.6 percent decrease from 1995.

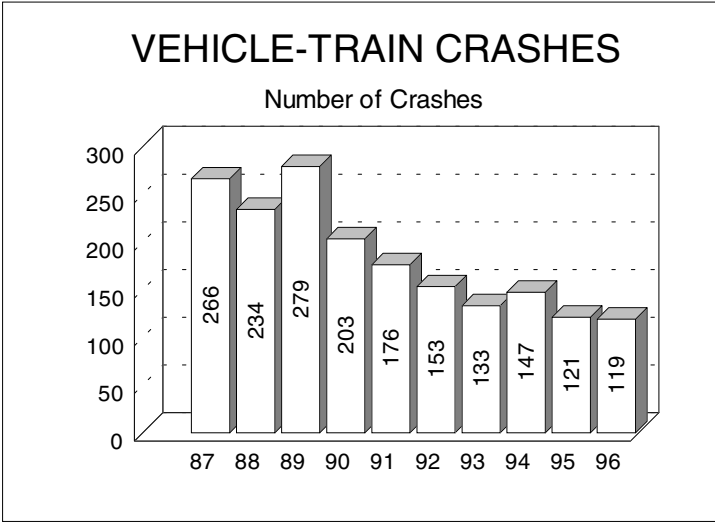


The 112.5 personal injury crash rate in 1996 is a 3.8 percent decrease from 1995.

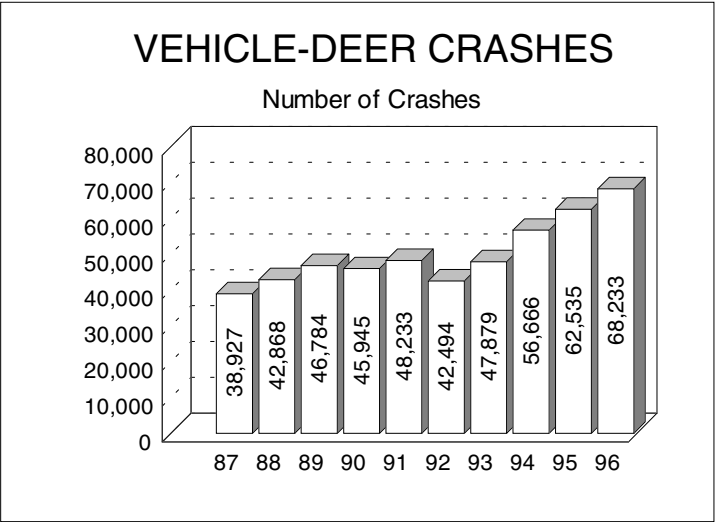


The 382.5 property damage crash rate in 1996 is a 2.6 percent increase from 1995.

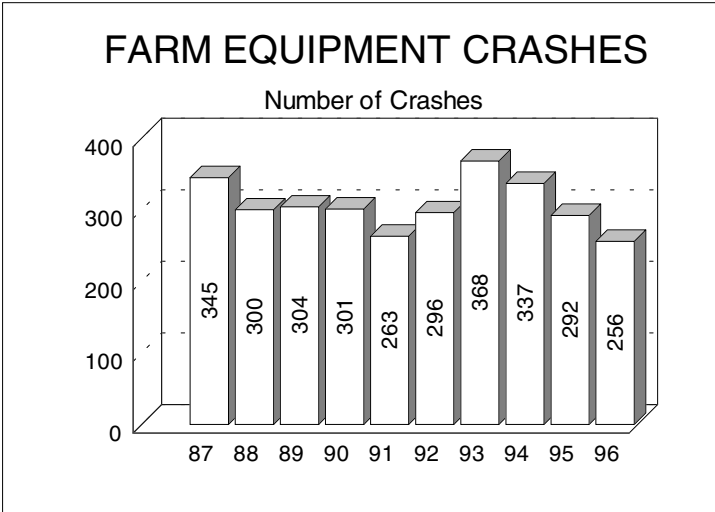
10 YEAR TRENDS (continued)



119 vehicle-train crashes occurred in 1996, a 1.7 percent decrease from 1995.

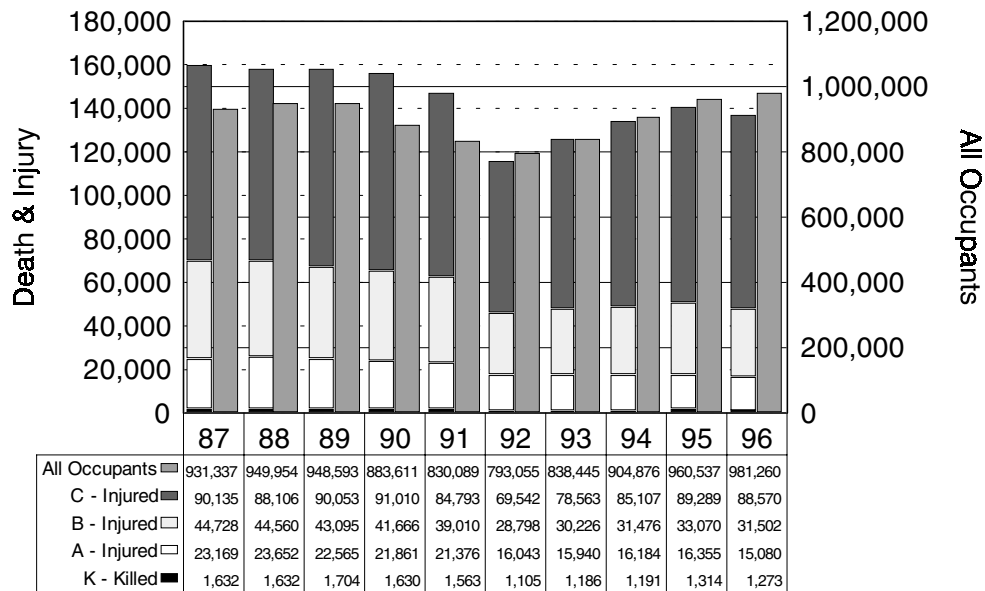


There has been a 75.3 percent rise from 38,927 vehicle-deer crashes in 1987 to 68,233 in 1996.



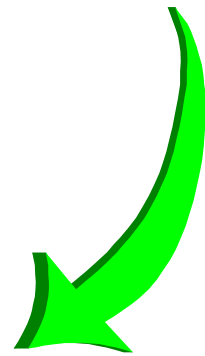
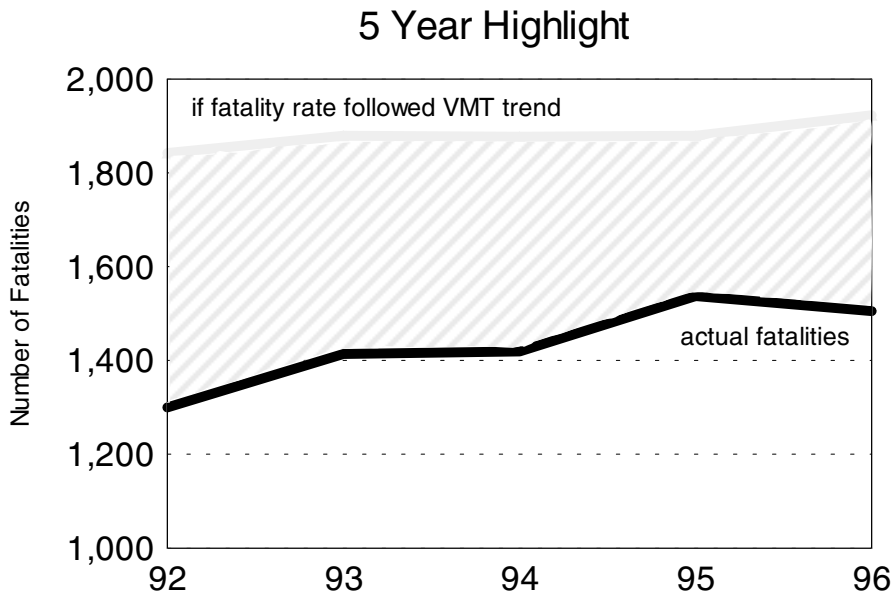
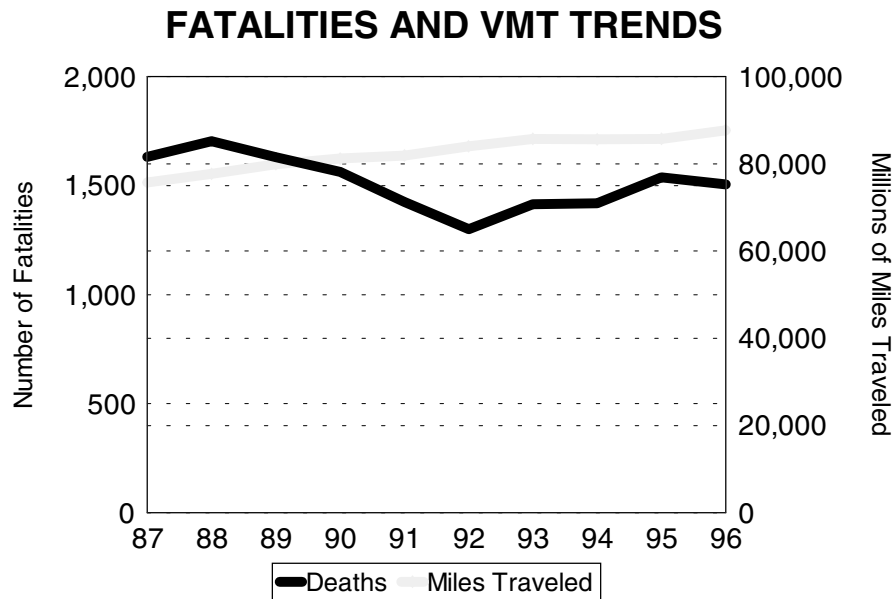
In 1996, there were 256 farm equipment crashes, down 12.3 percent from the 1995 figure of 292.

DEATH & INJURY PER CRASH INVOLVED OCCUPANT



The number of deaths and injuries on Michigan roads has remained significantly lower than the peak number in 1987. However, 1,273 occupants of motor vehicles were fatally injured, 15,080 suffered an A (incapacitating) injury, 31,502 sustained a B (nonincapacitating) injury, and 88,570 sustained a C (possible) injury in 1996.

10 YEAR



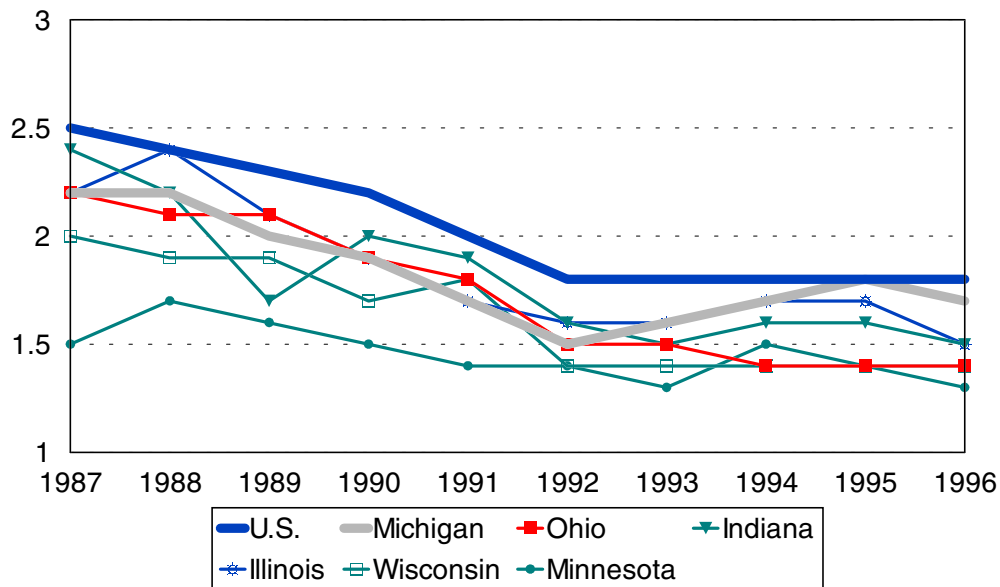
These charts show the dramatic reversal in the fatality rate that began in 1988, and a projection of losses that would have been incurred if the fatality rate had continued to follow the VMT trend.



10 YEAR

MILEAGE DEATH RATES 1987 - 1996

Comparison - Michigan to U.S. and Surrounding States



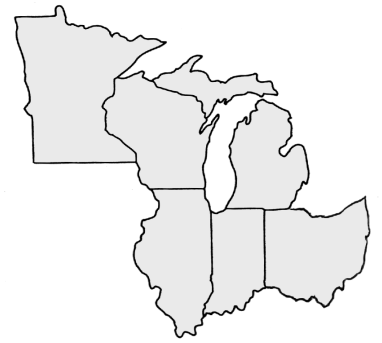
The chart above compares the Michigan mileage death rates (motor vehicle traffic deaths per 100,000,000 vehicle miles) to those of its neighboring states and the overall U.S. rates for a ten year period.

From 1987 to 1992, Michigan placed consistently in the middle of the pack, mirroring the U.S. trend towards a reduced fatality rate. Over the last four years, the Michigan mileage death rate has risen, but has not exceeded the U.S. rate.

	U.S.	Michigan	Ohio	Indiana	Illinois	Wisconsin	Minnesota
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
1996	1.8	1.7	1.4	1.5	1.5	1.4	1.3

U.S. data for this table and tables on the following page were provided by the National Safety Council [3]. State data for this table and tables on the following page were provided by Ohio [4], Indiana [5], Illinois [6], Wisconsin [7], and Minnesota [8].

10 YEAR



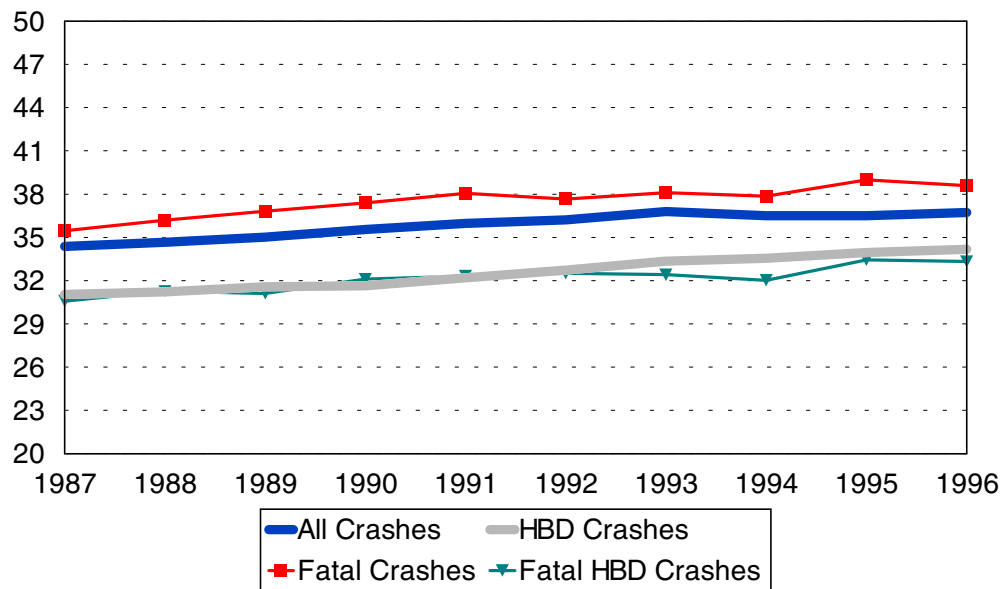
MICHIGAN AND SURROUNDING STATES COMPARISON OF FATALITIES AND VMT

Year	U.S. Persons Killed	Michigan Persons Killed	Ohio Persons Killed	Indiana Persons Killed	Illinois Persons Killed	Wisconsin Persons Killed	Minnesota Persons Killed
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
1996	43,300	1,505	1,395	982	1,477	759	576

Year	U.S. VMT	Michigan VMT	Ohio VMT	Indiana VMT	Illinois VMT	Wisconsin VMT	Minnesota VMT
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
1996	2,467	87.7	102.8	66.0	96.9	52.6	45.2

VMT described in billions of miles

AVERAGE AGE OF DRIVERS IN CRASHES 1987 - 1996



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.

