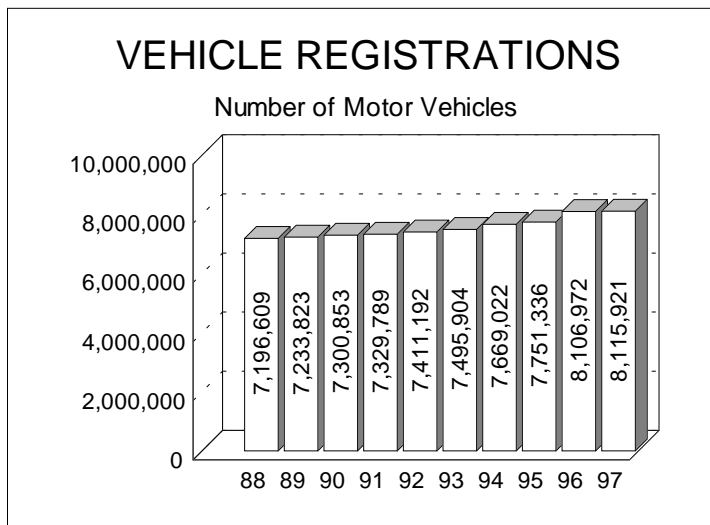
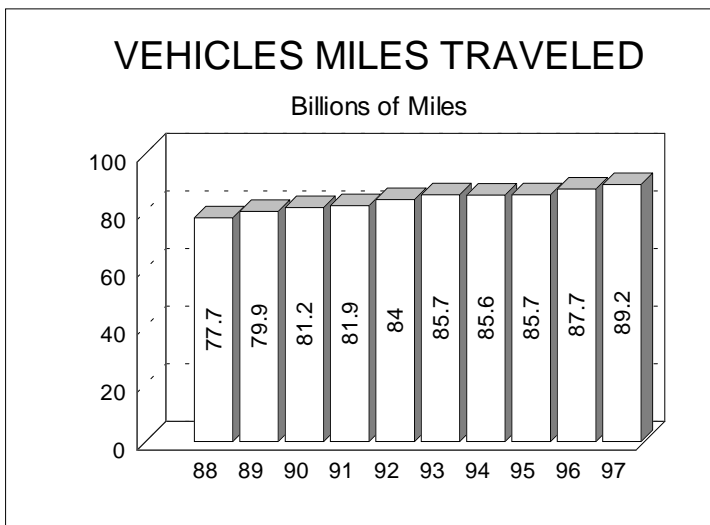


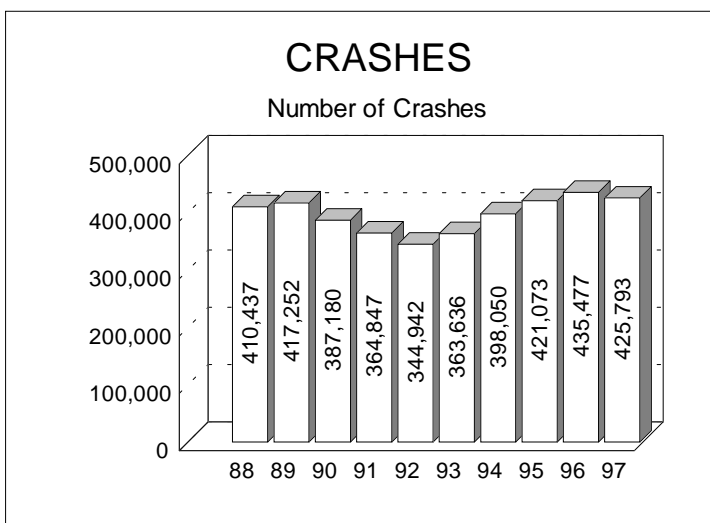
# 10 YEAR



Vehicle Registrations have been increasing steadily since 1988, reaching 8,115,921 in 1997.

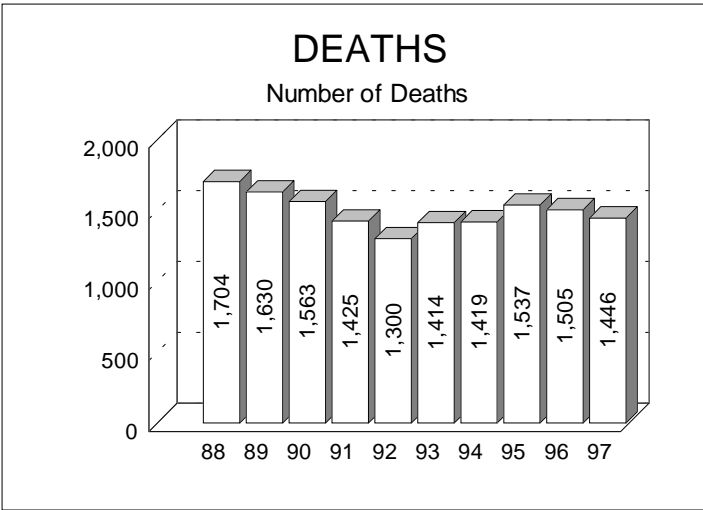


Vehicle miles of travel have increased 14.8 percent since 1988, reaching 89.2 billion miles in 1997.

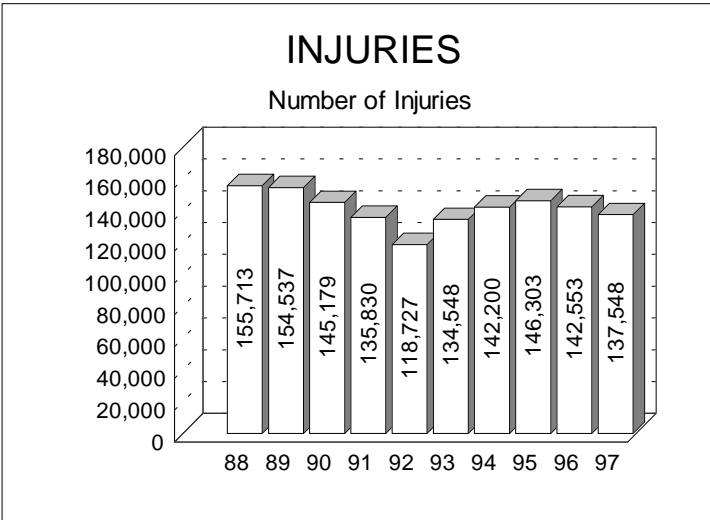


There were 425,793 total crashes statewide in 1997, a 2.2 percent decrease from 1996.

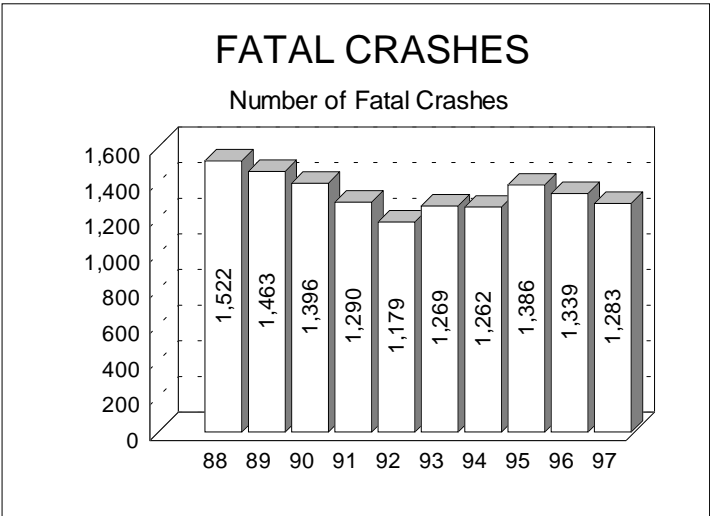
# 10 YEAR TRENDS (continued)



Number of deaths has remained below the high of 1,704 in 1988. In 1997, 1,446 people died in motor vehicle crashes, a decline of 3.9 percent from 1996.

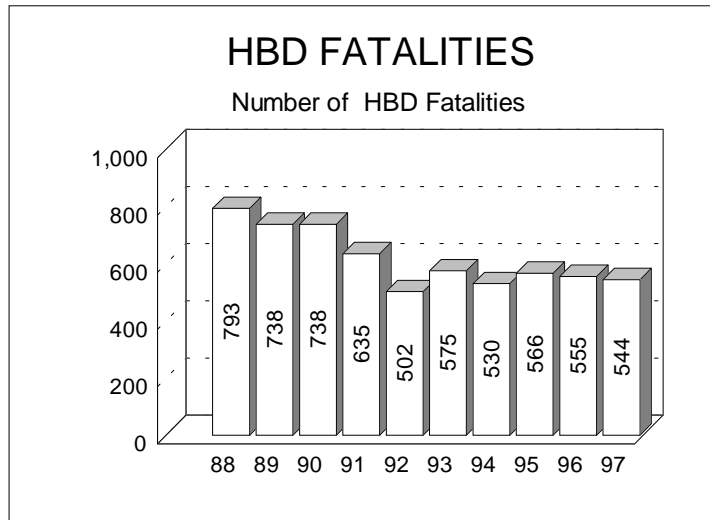


137,548 people received nonfatal injuries in Michigan motor vehicle crashes in 1997, down 11.7 percent from the high of 155,713 in 1988.

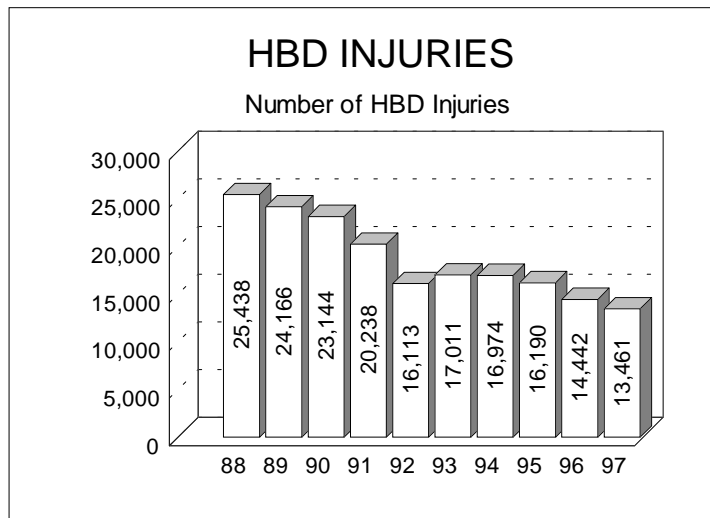


After reaching a peak in 1988, fatal crashes had declined until 1992. In 1997, there were 1,283 fatal crashes, down 4.2 percent from 1996.

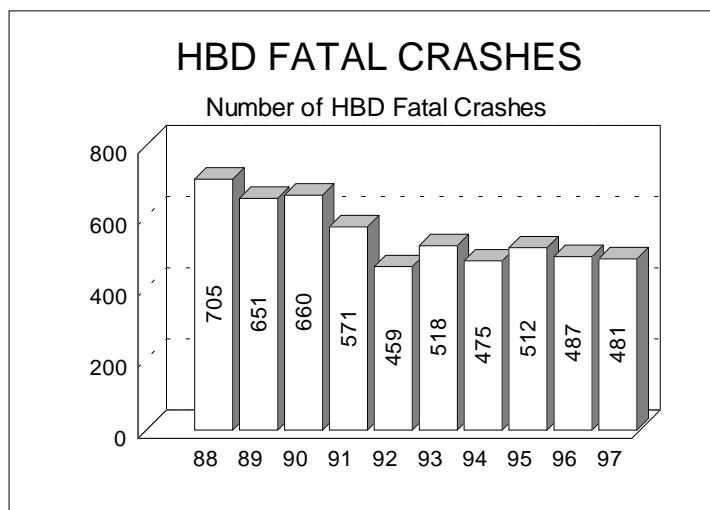
# 10 YEAR



Deaths in alcohol related crashes have decreased over the last ten years. There were 544 HBD fatalities in 1997, down 31.4 percent from 1988.

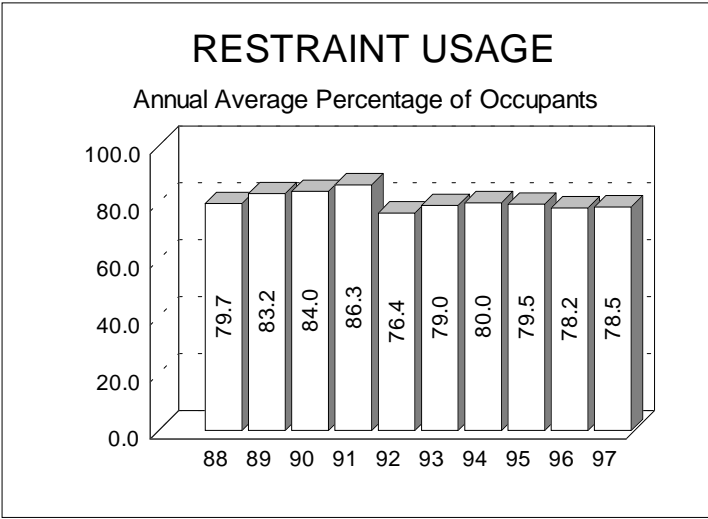


Mirroring the trend in deaths, HBD injuries have decreased over the last ten years. There were 13,461 injuries in 1997, down 47.1 percent from 1988.



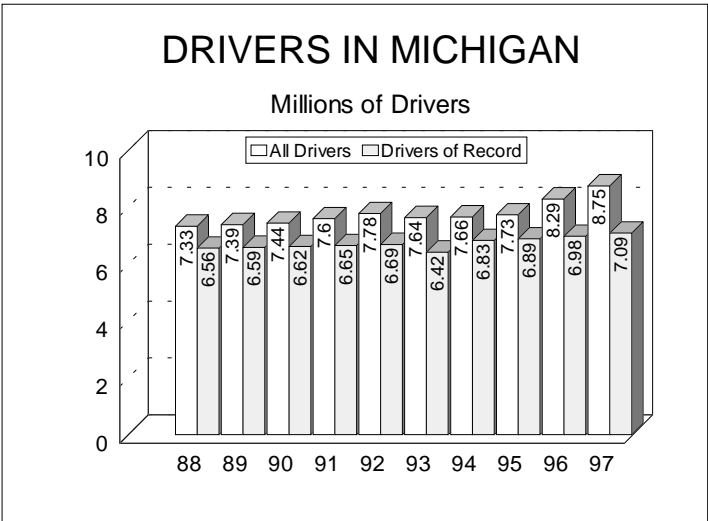
Alcohol involvement in fatal crashes has decreased 31.8 percent since 1988. In 1997, there were 481 HBD fatal crashes, down 1.2 percent from 1996.

# 10 YEAR TRENDS (continued)



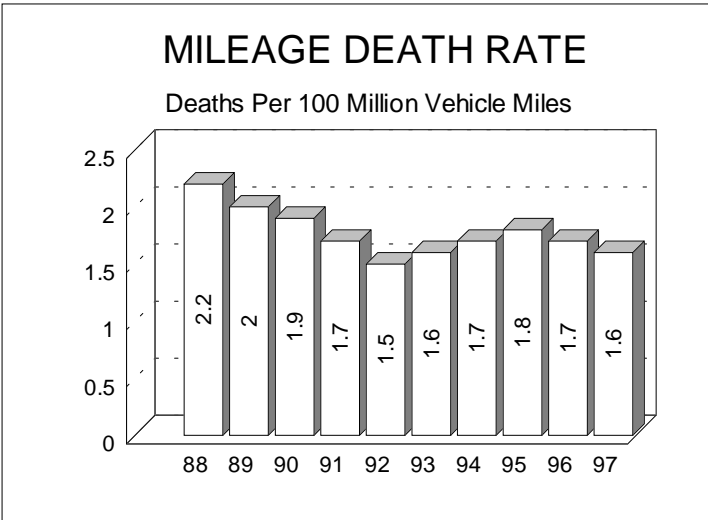
The percentage of motor vehicle occupants using restraints as reported by police in traffic crashes increased dramatically following implementation of Michigan's safety belt use law in July 1985. The ten-year average percentage is 80.5.

Note: Please see additional restraint usage information on page 144.



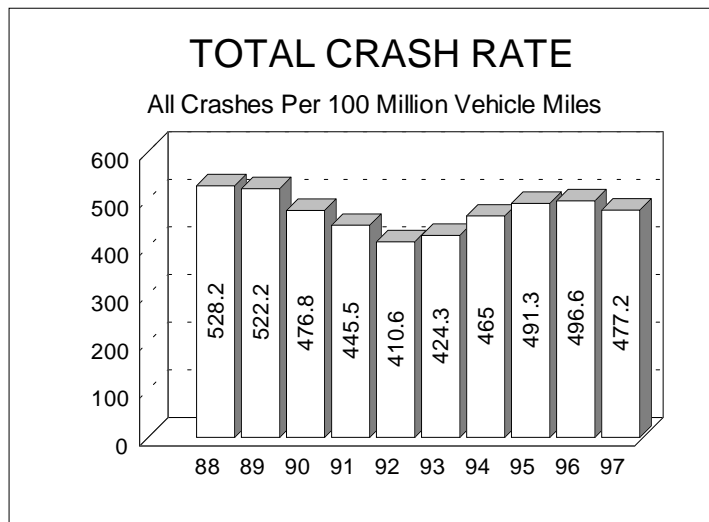
Beginning with this year's Michigan Traffic Crash Facts, we are using Drivers of Record (as defined by the Michigan Department of State, Office of Policy and Planning) for the total number of drivers on Michigan roads. Previously we used the All Drivers number. Both data elements are shown to the left.

For definitions of All Drivers and Drivers of Record, please refer to the Glossary.

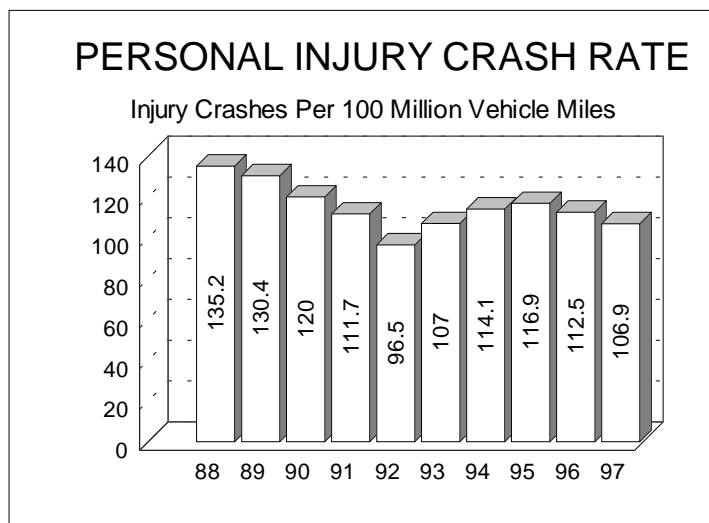


The 1.6 death rate in 1997 is a 5.9 percent decrease from 1996.

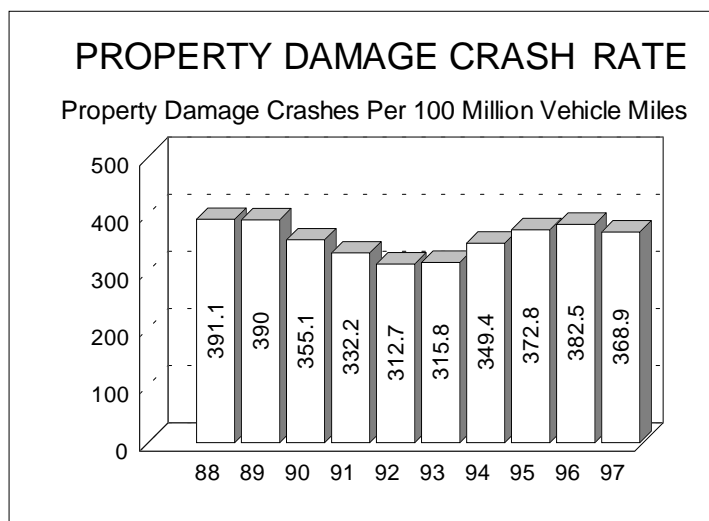
# 10 YEAR



The 477.2 total crash rate in 1997 is a 3.9 percent decrease from 1996.



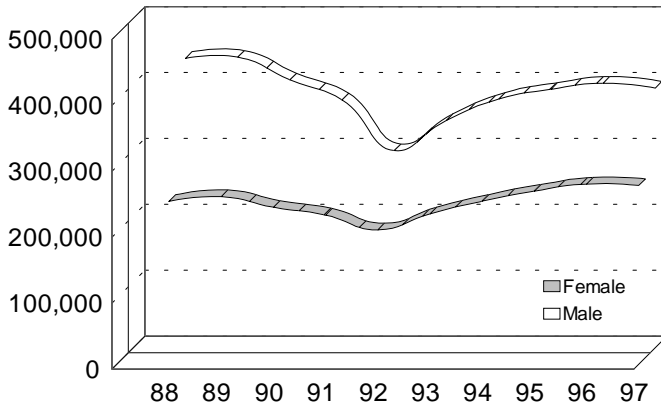
The 106.9 personal injury crash rate in 1997 is a 5 percent decrease from 1996.



The 368.9 property damage crash rate in 1997 is a 3.6 percent decrease from 1996.

## MALE vs. FEMALE DRIVERS

Number in All Crashes

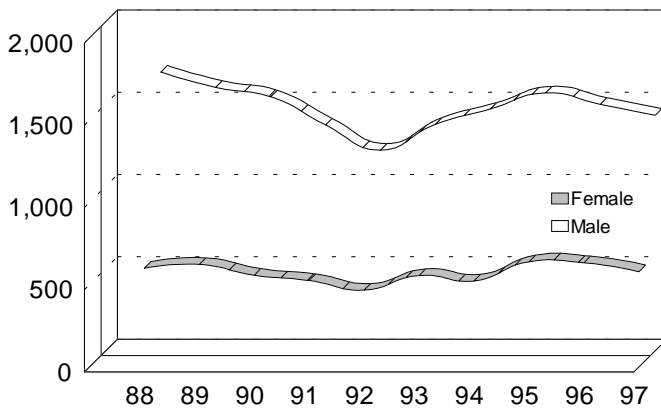


## 10 YEAR TRENDS (continued)



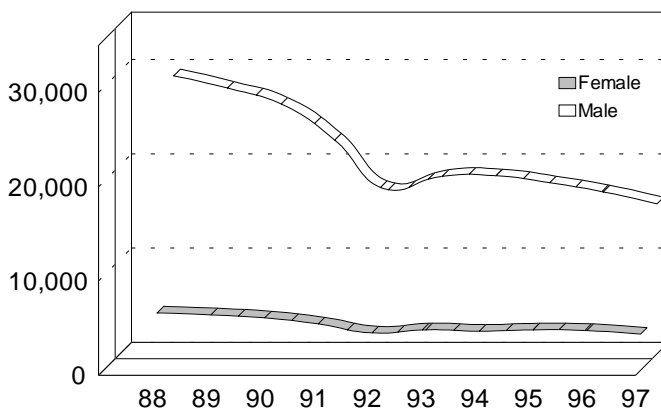
## MALE vs. FEMALE DRIVERS

Number in Fatal Crashes



## MALE vs. FEMALE DRINKING DRIVERS

Number in All Crashes



# 10 YEAR

DRIVERS IN ALL CRASHES		
	Male	Female
1988	439,047	246,916
1989	440,885	254,185
1990	406,500	238,045
1991	376,157	226,136
1992	299,006	203,795
1993	344,859	228,287
1994	377,212	247,333
1995	392,103	262,577
1996	401,350	273,361
1997	394,044	271,131

The crash data collection form (UD-10) was changed in 1992. Prior to 1992, drivers whose gender was not identified were coded as male. Slightly less than 10% of drivers were coded as unknown gender in 1997.

DRIVERS IN FATAL CRASHES		
	Male	Female
1988	1,693	601
1989	1,600	624
1990	1,542	558
1991	1,371	526
1992	1,219	468
1993	1,376	557
1994	1,468	524
1995	1,566	640
1996	1,497	634
1997	1,430	580

Male drivers make up 70-75 percent of all drivers in fatal crashes.

Female driver involvement in fatal crashes generally follows overall fatal crash trends.

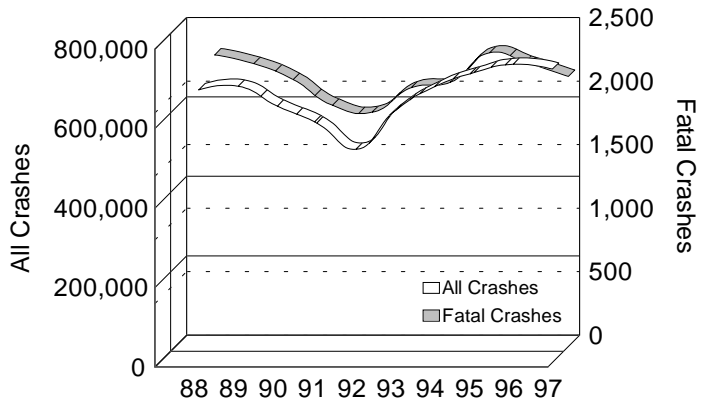
DRINKING DRIVERS IN ALL CRASHES		
	Male	Female
1988	29,496	6,091
1989	28,185	5,889
1990	26,498	5,568
1991	22,679	4,930
1992	17,414	3,976
1993	18,831	4,308
1994	18,889	4,163
1995	18,153	4,300
1996	17,186	4,225
1997	15,901	3,842

Males drivers have always accounted for the majority of all drinking drivers. The number of male drinking drivers has decreased 46.1 percent from 1988 to an all time low of 15,901 in 1997.

The number of female drinking drivers decreased to the lowest number of the ten year period, 3,842 in 1997.

## ALL DRIVERS

Number in All and Fatal Crashes

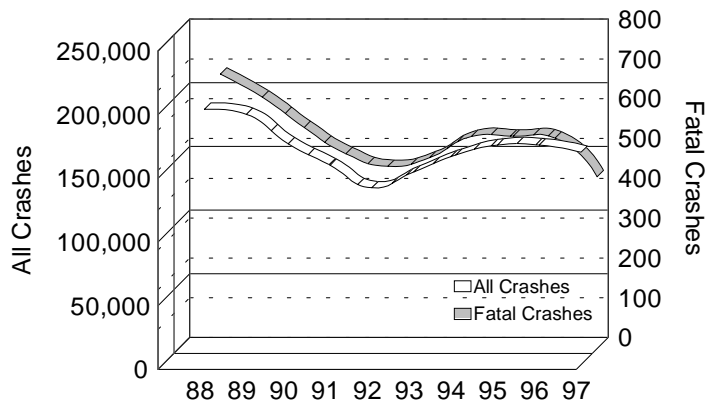


## 10 YEAR TRENDS (continued)



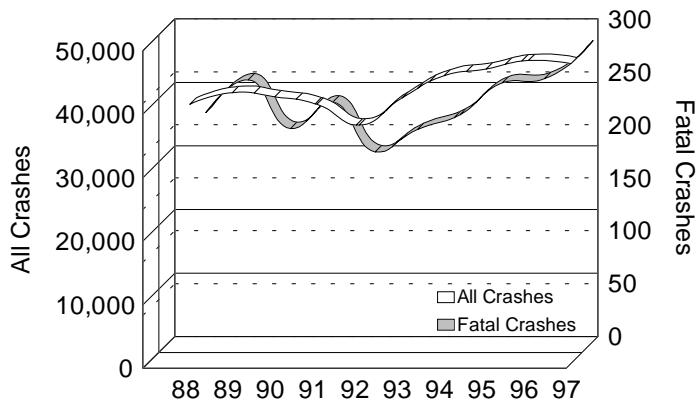
## TEEN/YOUNG ADULT DRIVERS

Age 16-24: Number in All and Fatal Crashes



## ELDERLY DRIVERS

Age 65-102: Number in All and Fatal Crashes



# 10 YEAR

ALL DRIVERS		
	All Crashes	Fatal Crashes
1988	685,963	2,294
1989	695,070	2,224
1990	644,545	2,100
1991	602,293	1,897
1992	536,279	1,841
1993	633,930	2,035
1994	693,575	2,078
1995	729,050	2,311
1996	750,103	2,226
1997	737,939	2,124

Driver involvement in all crashes increased 7.6 percent over the ten year period.

Driver involvement in fatal crashes decreased 7.4 percent over the ten year period.

TEEN/YOUNG ADULT DRIVERS		
	All Crashes	Fatal Crashes
1988	200,396	690
1989	196,547	632
1990	173,316	556
1991	156,548	490
1992	138,781	458
1993	151,284	480
1994	164,421	533
1995	172,373	534
1996	172,442	529
1997	166,693	432

Teen/Young Adult Drivers (age 16-24) represent 14.8 percent of the licensed drivers in 1997.

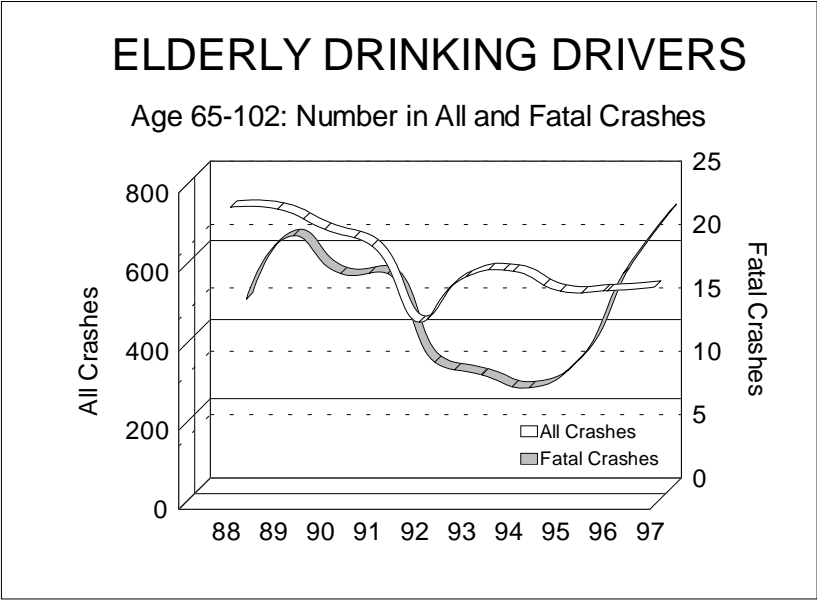
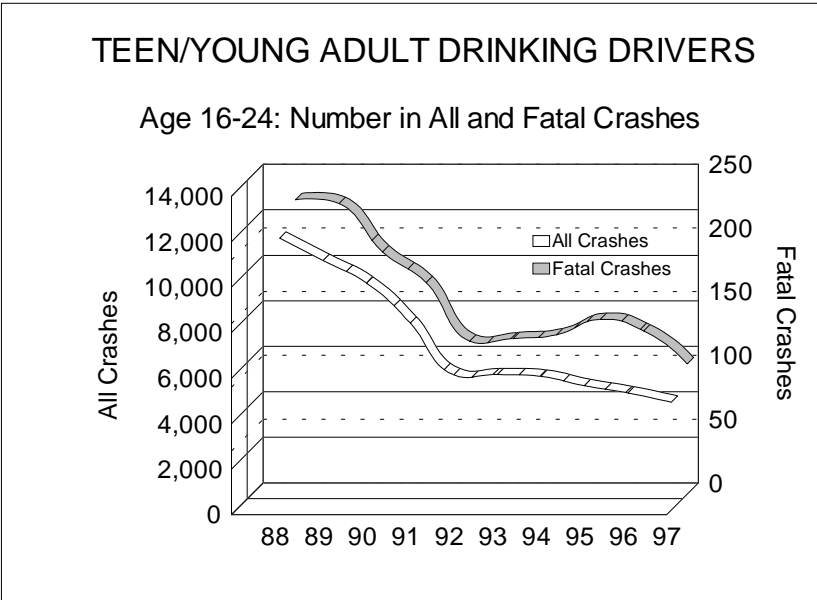
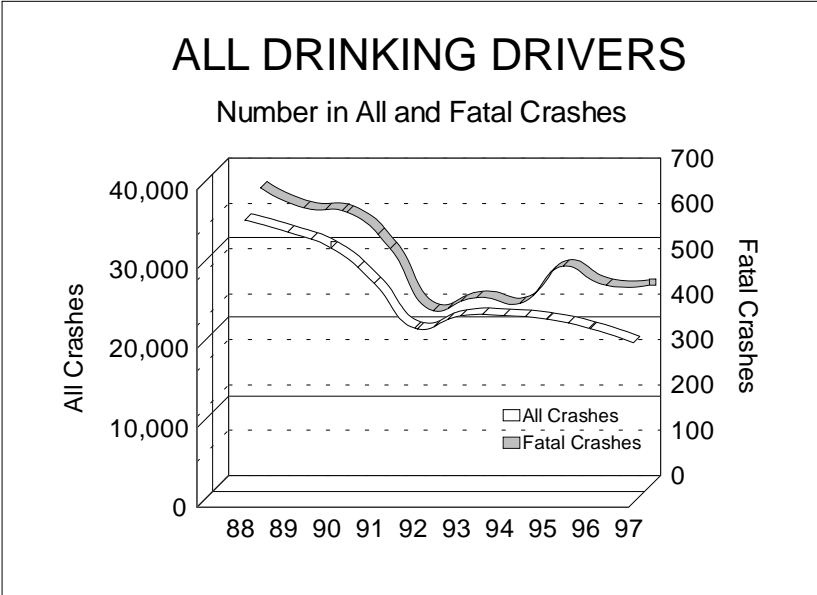
The number of Teen/Young Adult drivers in all crashes has decreased by 16.8 percent since 1988. Their involvement in fatal crashes decreased 37.4 percent during the same time period.

ELDERLY DRIVERS		
	All Crashes	Fatal Crashes
1988	40,812	222
1989	42,636	253
1990	41,992	207
1991	40,795	232
1992	37,539	185
1993	41,753	206
1994	45,280	220
1995	46,371	250
1996	47,695	254
1997	47,190	284

Elderly Drivers (age 65-102) represent 14.1 percent of the licensed drivers in 1997.

The number of drivers age 65 and older in all crashes has increased 15.6 percent since 1988. Their involvement in fatal crashes increased 27.9 percent during the same time period.

# 10 YEAR TRENDS (continued)



# 10 YEAR

DRINKING DRIVERS		
	All Crashes	Fatal Crashes
1988	35,587	659
1989	34,074	615
1990	32,066	605
1991	27,609	525
1992	21,879	388
1993	23,500	417
1994	23,546	404
1995	23,097	486
1996	21,919	444
1997	20,139	444

Drinking driver involvement in all crashes decreased 43.4 percent over the ten year period.

Drinking driver involvement in fatal crashes decreased 32.6 percent over the ten year period.

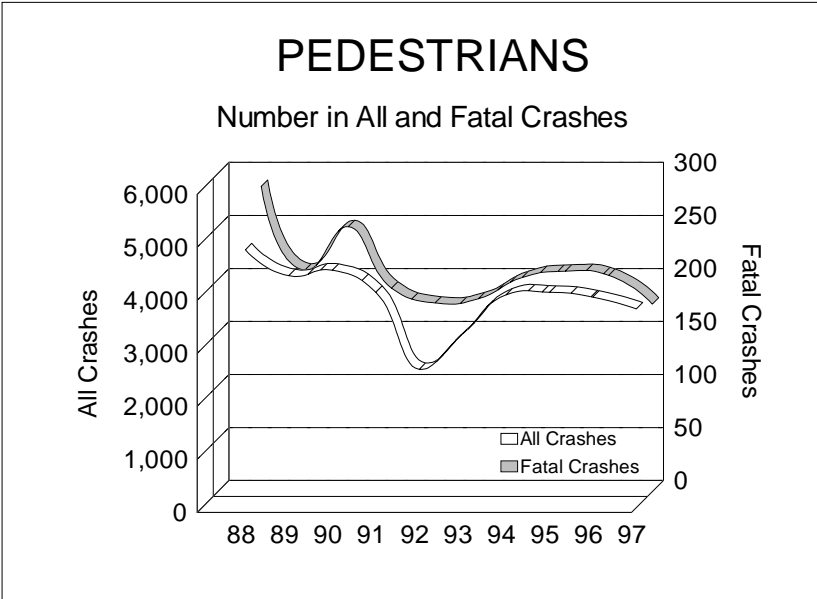
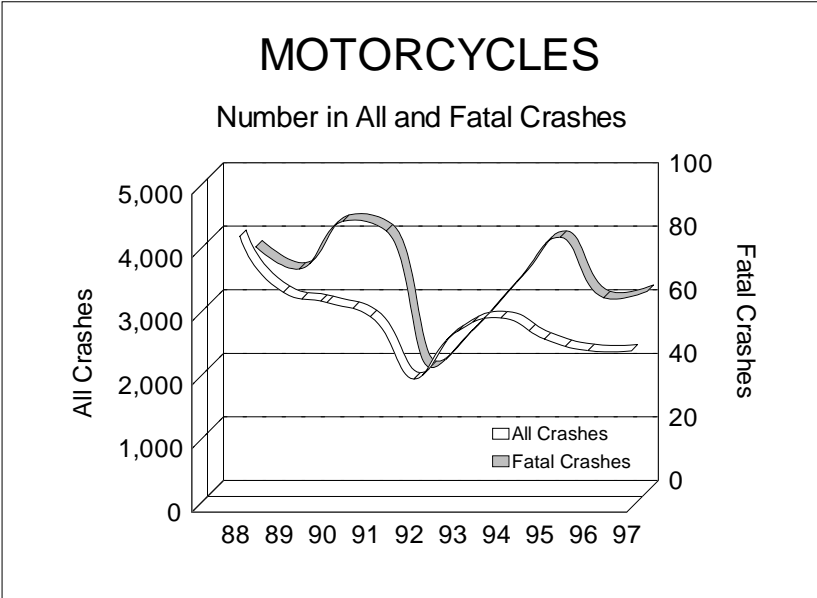
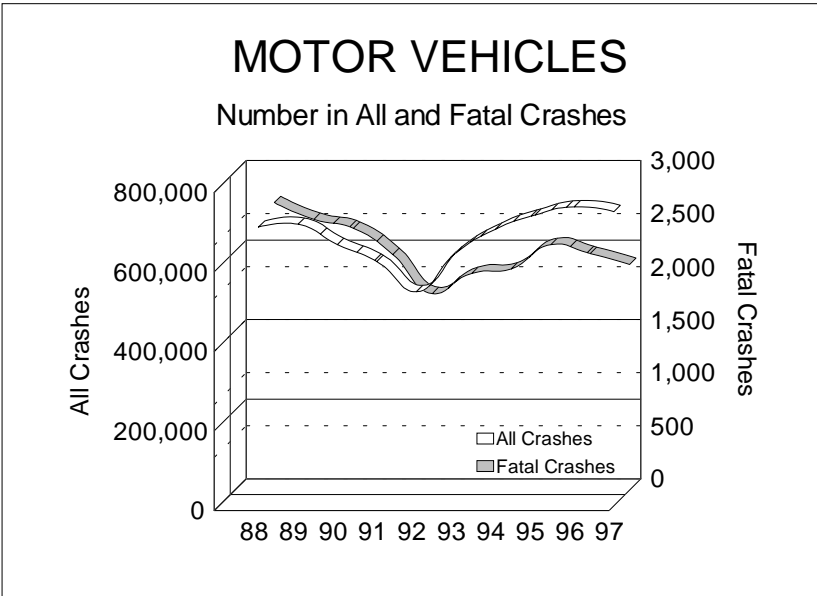
TEEN/YOUNG ADULT DRINKING DRIVERS		
	All Crashes	Fatal Crashes
1988	11,949	231
1989	10,957	228
1990	9,965	190
1991	8,210	166
1992	5,934	120
1993	5,947	122
1994	5,868	125
1995	5,461	137
1996	5,142	128
1997	4,731	102

The number of Teen/Young Adult drinking drivers in all crashes has decreased by 60.4 percent since 1988. Their involvement in fatal crashes decreased 55.8 percent during the same time period.

ELDERLY DRINKING DRIVERS		
	All Crashes	Fatal Crashes
1988	752	15
1989	747	20
1990	696	17
1991	654	17
1992	461	10
1993	576	9
1994	590	8
1995	540	10
1996	541	17
1997	550	22

The number of elderly drinking drivers (age 65-102) in all crashes has decreased 26.9 percent since 1988. Their involvement in fatal crashes increased 46.7 percent during the same time period.

# 10 YEAR TRENDS (continued)



# 10 YEAR

<b>MOTOR VEHICLES</b>		
	All Crashes	Fatal Crashes
1988	700,431	2,709
1989	707,718	2,550
1990	656,750	2,467
1991	613,936	2,220
1992	538,025	1,851
1993	635,711	2,042
1994	695,423	2,084
1995	730,952	2,313
1996	751,804	2,229
1997	739,538	2,126

There has been a 21.5 percent decline in the number of motor vehicles involved in fatal crashes from 2,709 in 1988 to 2,126 in 1997.

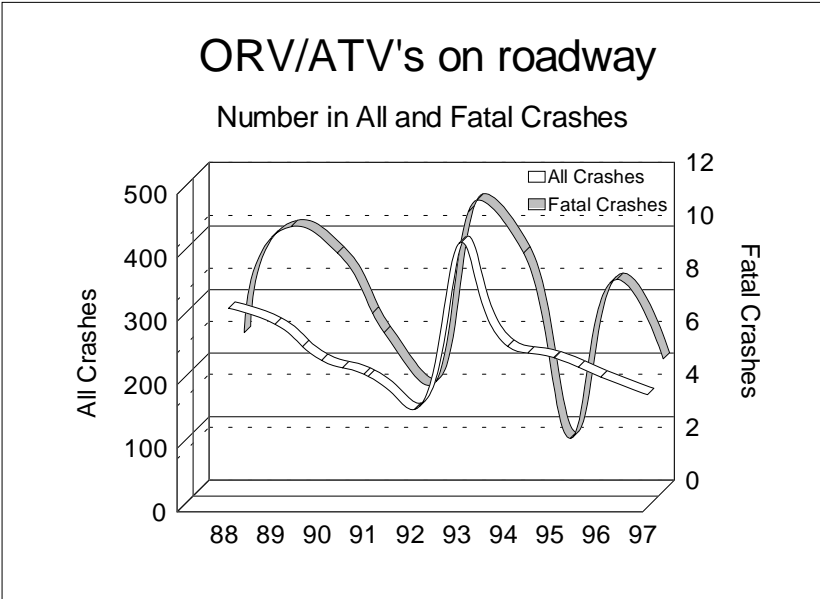
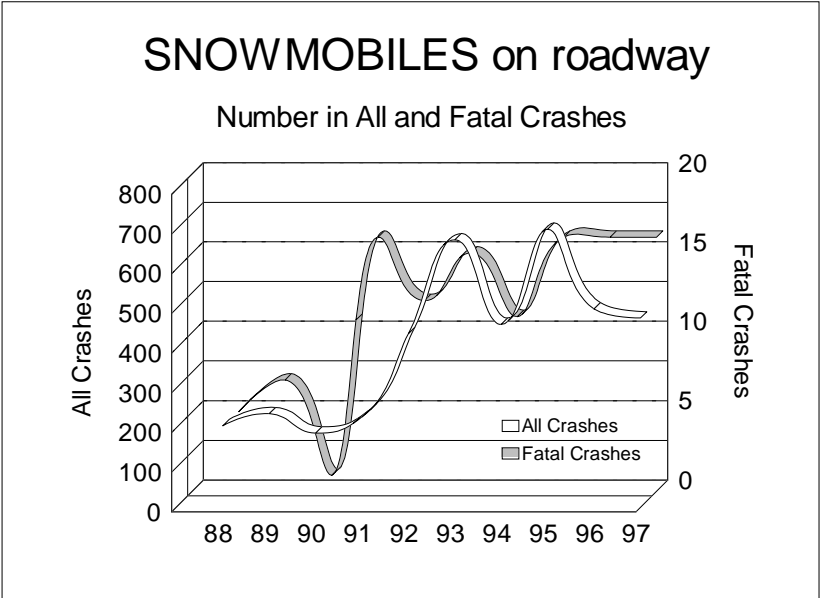
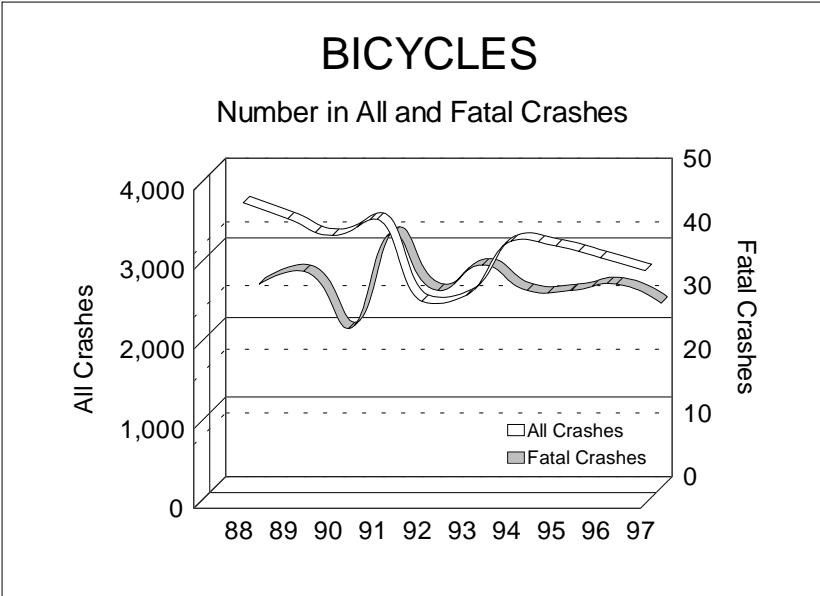
<b>MOTORCYCLES</b>		
	All Crashes	Fatal Crashes
1988	4,265	77
1989	3,383	70
1990	3,222	85
1991	3,001	82
1992	2,022	39
1993	2,768	51
1994	2,982	66
1995	2,651	80
1996	2,468	61
1997	2,465	63

The number of motorcycles involved in fatal crashes decreased by 18.2 percent between 1988 and 1997.

<b>PEDESTRIANS</b>		
	All Crashes	Fatal Crashes
1988	4,863	288
1989	4,374	209
1990	4,476	250
1991	4,061	192
1992	2,609	178
1993	3,275	182
1994	4,014	202
1995	4,064	208
1996	3,971	204
1997	3,749	177

There were 177 pedestrians involved in fatal crashes in 1997, a ten year low.

# 10 YEAR TRENDS (continued)



# 10 YEAR

<b>BICYCLES</b>		
	All Crashes	Fatal Crashes
1988	3,782	32
1989	3,582	34
1990	3,372	25
1991	3,573	40
1992	2,544	31
1993	2,620	35
1994	3,298	31
1995	3,239	31
1996	3,091	32
1997	2,929	29

Bicycles involved in fatal crashes decreased 9.4 percent over the ten year period.

<b>SNOWMOBILES on Michigan roadways</b>		
	All Crashes	Fatal Crashes
1988	205	5
1989	235	7
1990	186	1
1991	227	16
1992	437	12
1993	673	15
1994	460	11
1995	700	16
1996	499	16
1997	476	16

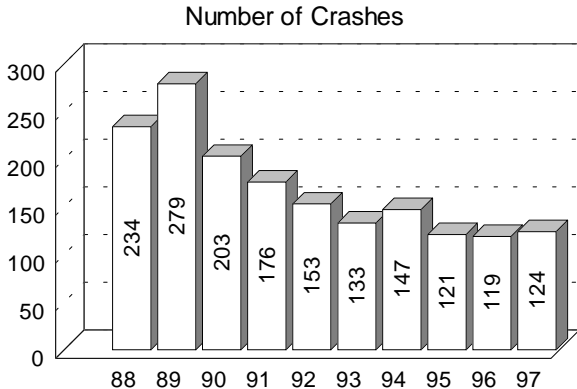
The number of snowmobiles involved in fatal crashes on Michigan roadways has increased 220 percent since 1988.

<b>ORV/ATV's on Michigan roadways</b>		
	All Crashes	Fatal Crashes
1988	313	6
1989	288	10
1990	231	9
1991	206	6
1992	154	4
1993	417	11
1994	253	9
1995	235	2
1996	205	8
1997	177	5

ORV/ATV's on Michigan roadways involved in fatal crashes have fluctuated between a high of 11 in 1993 to a low of 2 in 1995.

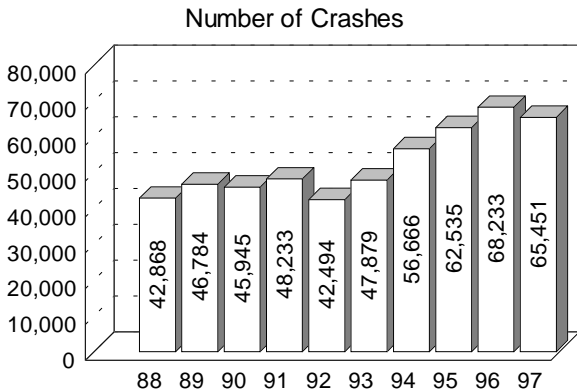
# 10 YEAR TRENDS (continued)

## VEHICLE-TRAIN CRASHES



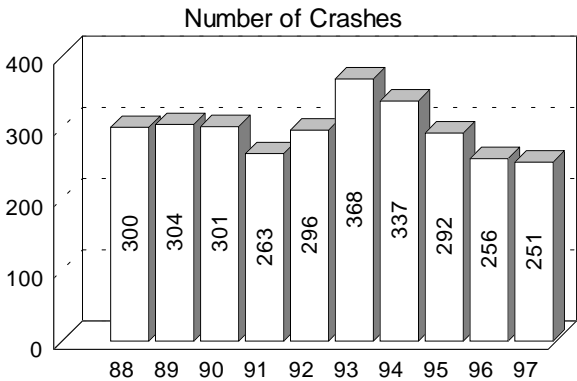
124 vehicle-train crashes occurred in 1997, a 4.2 percent increase from 1996.

## VEHICLE-DEER CRASHES



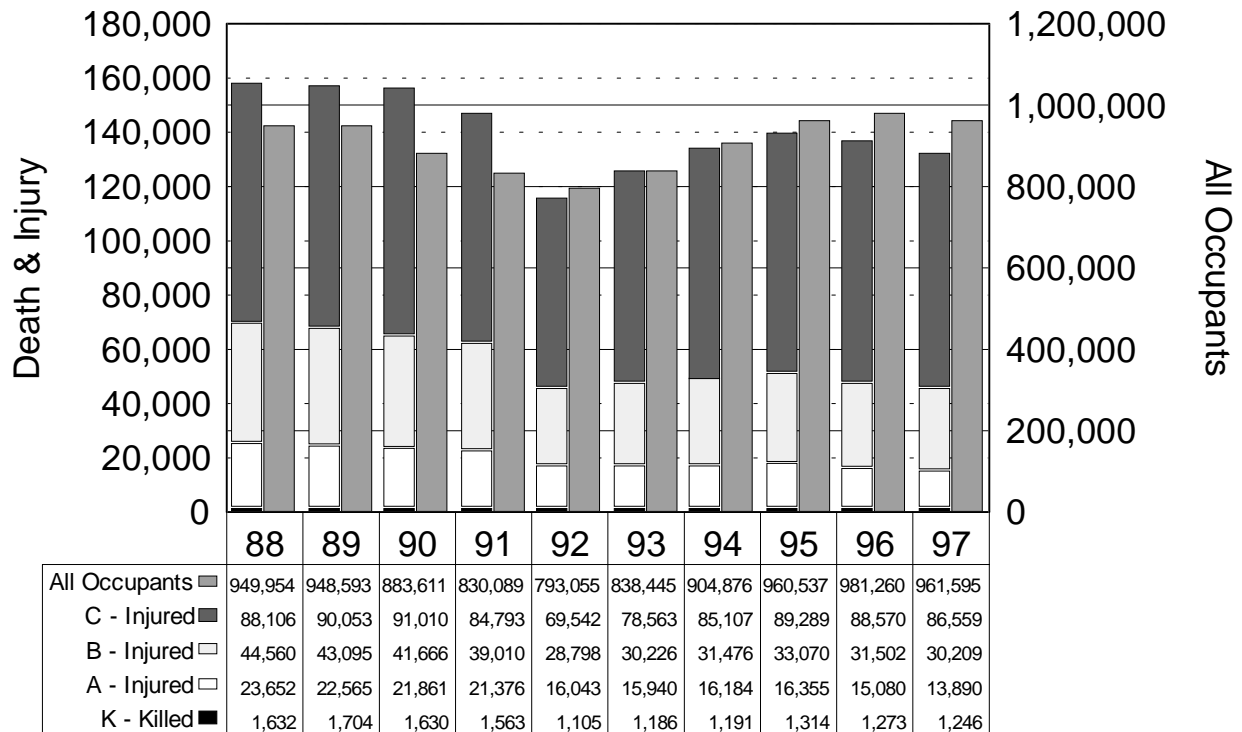
There has been a 52.7 percent rise from 42,868 vehicle-deer crashes in 1988 to 65,451 in 1997.

## FARM EQUIPMENT CRASHES



In 1997, there were 251 farm equipment crashes, down 31.8 percent from the 1993 high of 368.

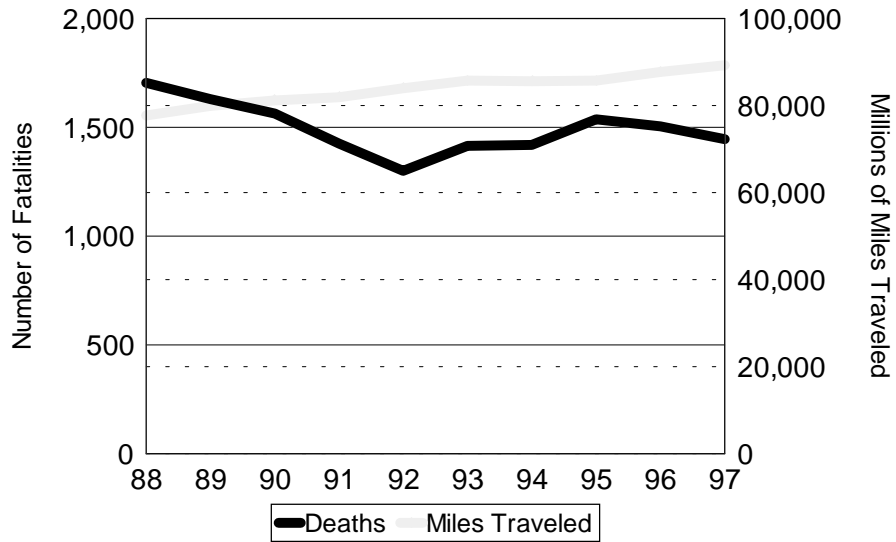
## DEATH AND INJURY PER CRASH INVOLVED OCCUPANT



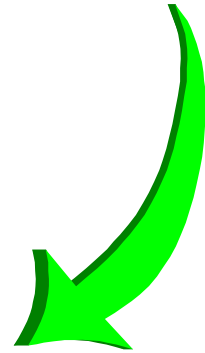
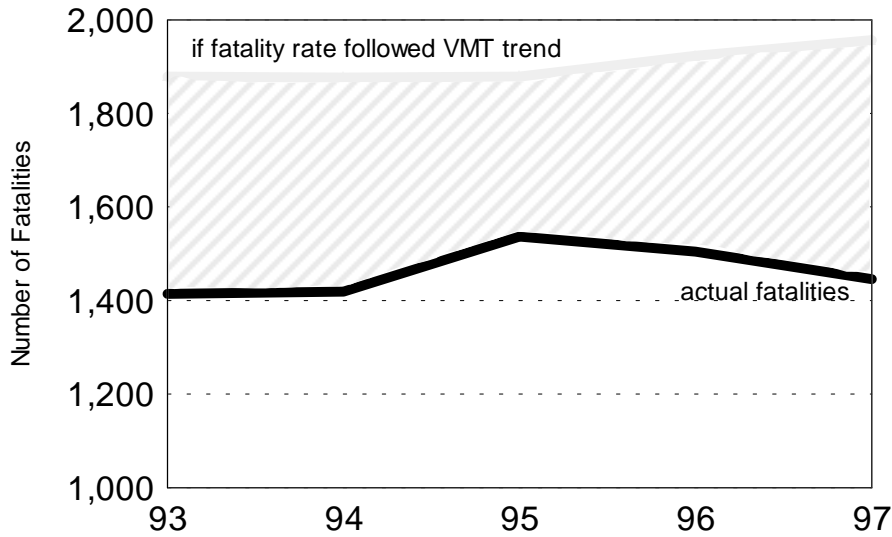
The proportion of death and injury to crash involved occupants has decreased over the last ten years. In 1997, 1,246 occupants of motor vehicles were fatally injured, 13,890 suffered an A (incapacitating) injury, 30,209 sustained a B (nonincapacitating) injury, and 86,559 sustained a C (possible) injury.

# 10 YEAR

## FATALITIES AND VMT TRENDS



## 5 Year Highlight



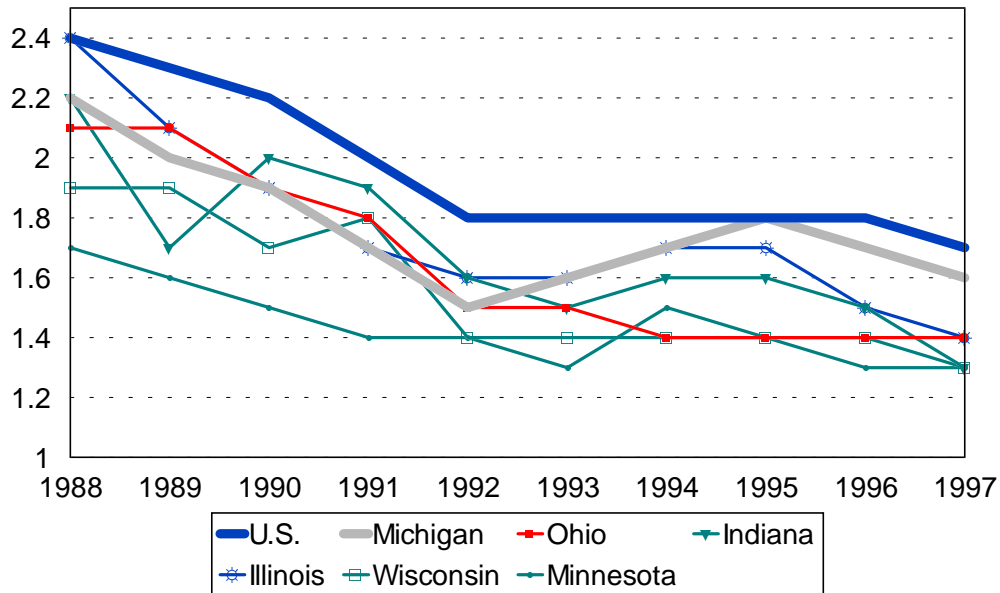
These charts show the dramatic reversal in the fatality rate that began in 1988, and a projection of losses that would have been incurred if the fatality rate had continued to follow the VMT trend.



# 10 YEAR

## MILEAGE DEATH RATES 1988 - 1997

Comparison - Michigan to U.S. and Surrounding States



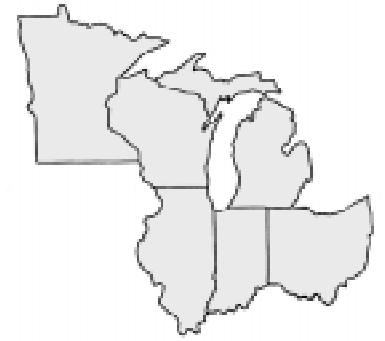
The chart above compares the Michigan mileage death rates (motor vehicle traffic deaths per 100,000,000 vehicle miles) to those of its neighboring states and the overall U.S. rates for a ten year period.

From 1988 to 1992, Michigan placed consistently in the middle of the pack, mirroring the U.S. trend towards a reduced fatality rate. Over the last five years, the Michigan mileage death rate has risen and fallen, never exceeding the U.S. rate.

	U.S.	Michigan	Ohio	Indiana	Illinois	Wisconsin	Minnesota
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
1997	1.7	1.6	1.4	1.3	1.4	1.3	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



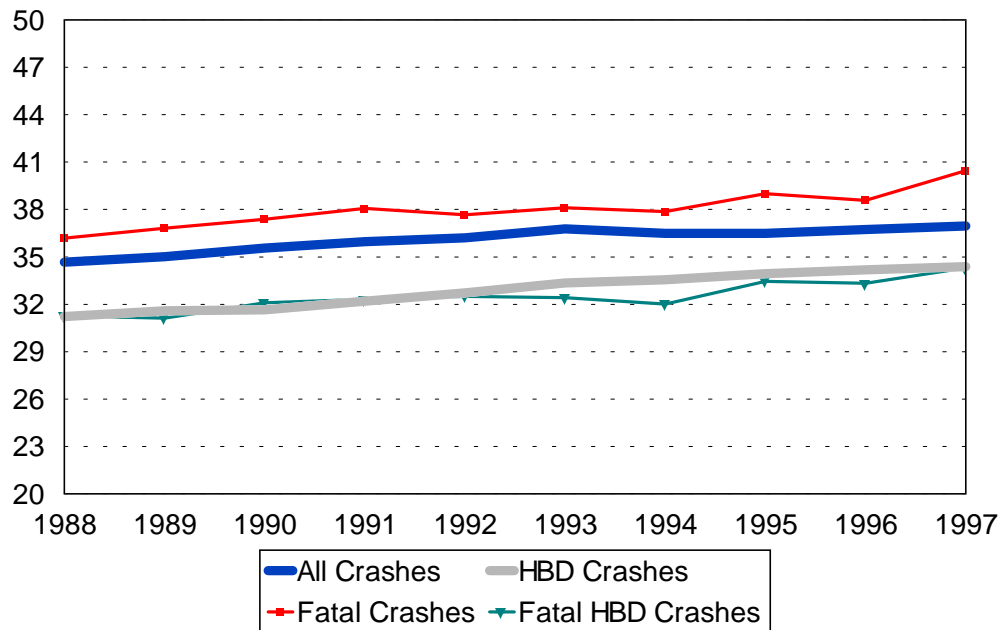
## MICHIGAN AND SURROUNDING STATES COMPARISON OF FATALITIES AND VMT

Year	U.S. Persons Killed	Michigan Persons Killed	Ohio Persons Killed	Indiana Persons Killed	Illinois Persons Killed	Wisconsin Persons Killed	Minnesota Persons Killed
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
1997	43,200	1,446	1,439	936	1,396	721	600

Year	U.S. VMT	Michigan VMT	Ohio VMT	Indiana VMT	Illinois VMT	Wisconsin VMT	Minnesota VMT
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
1997	2,531	89.2	104.8	70.4	98.7	53.7	46.9

VMT described in billions of miles

## AVERAGE AGE OF DRIVERS IN CRASHES 1988 - 1997



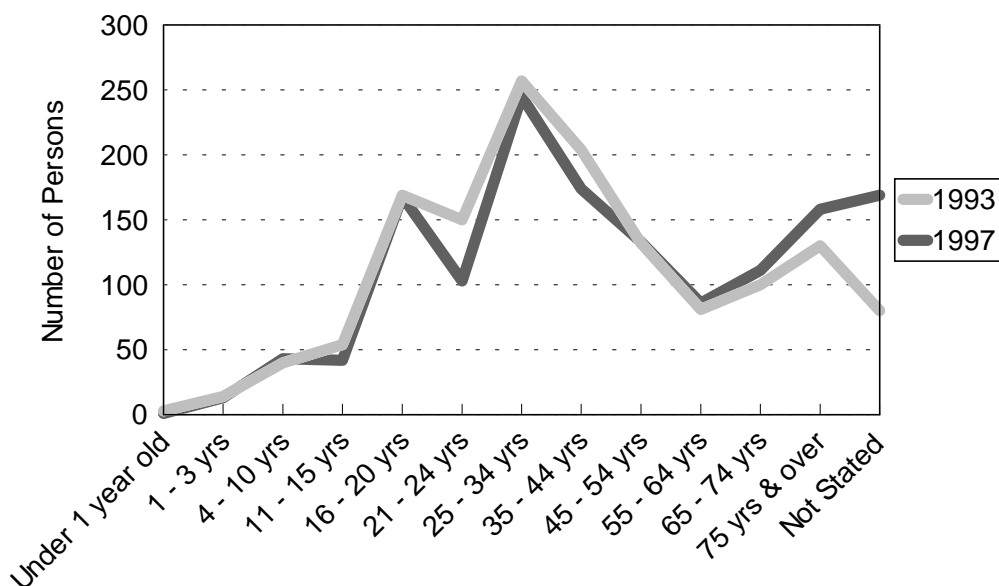
Reflecting the demographic trend of increasing age in the general population, the average age of crash-involved drivers has also increased. An aging driving population has implications for law enforcement prioritizing, highway design, traffic signing considerations, and Emergency Medical System procedures.



## TREND DATA FOR FATALITIES

TREND DATA FOR FATALITIES	1993	1994	1995	1996	1997
<b>Age of Persons Killed, Total</b>					
Under 1 year old	3	6	6	9	1
1 - 3 years	14	24	23	22	13
4 - 10 years	40	46	48	41	43
11 - 15 years	54	61	51	66	42
16 - 20 years	169	219	215	211	168
21 - 24 years	150	144	149	125	103
25 - 34 years	257	208	254	261	245
35 - 44 years	204	200	242	215	174
45 - 54 years	132	119	140	158	133
55 - 64 years	81	84	99	89	86
65 - 74 years	100	108	116	106	111
75 years and over	130	134	152	157	158
Not Stated	80	66	42	45	169
<b>Totals</b>	<b>1,414</b>	<b>1,419</b>	<b>1,537</b>	<b>1,505</b>	<b>1,446</b>

Age of Persons Killed, Total



The chart above shows the total number of deaths in motor vehicle crashes in Michigan by age, comparing 1993 with 1997.

# 5 YEAR

TREND DATA FOR FATALITIES	1993	1994	1995	1996	1997
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## Age of Drivers Involved in Fatal Crashes

Under 1 year old	0	1	0	0	0
1 - 3 years	0	0	0	0	0
4 - 10 years	0	1	0	0	0
11 - 15 years	13	11	10	5	12
16 - 20 years	259	307	314	303	264
21 - 24 years	218	222	220	226	168
25 - 34 years	421	431	466	501	463
35 - 44 years	340	369	442	392	347
45 - 54 years	203	207	260	254	239
55 - 64 years	115	110	146	108	156
65 - 74 years	97	112	121	124	136
75 years and over	106	105	129	130	148
Not Stated	217	170	203	183	191
Totals	1,989	2,046	2,311	2,226	2,124

## Age of Pedestrians Killed

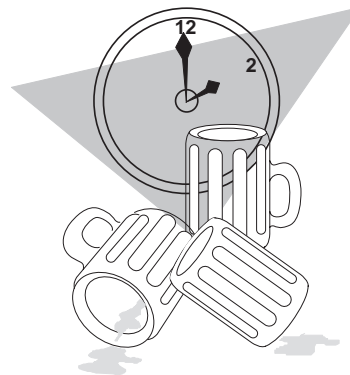
Under 1 year old	0	0	1	1	0
1 - 3 years	1	10	3	5	1
4 - 10 years	10	13	14	14	16
11 - 15 years	9	10	10	10	9
16 - 20 years	7	17	10	11	10
21 - 24 years	12	11	15	5	8
25 - 34 years	33	21	27	26	27
35 - 44 years	35	29	42	35	32
45 - 54 years	20	11	19	35	26
55 - 64 years	6	15	15	22	6
65 - 74 years	17	15	15	12	17
75 years and over	15	23	12	14	14
Not Stated	6	7	7	2	1
Totals	171	182	190	192	167

## Action of Pedestrians Killed

Crossing at intersection	21	25	22	22	14
Cross not at intersection	54	66	64	65	72
Getting on/off vehicle	1	1	1	1	1
In road with traffic	14	12	18	26	19
In road against traffic	3	3	5	1	4
Standing or lying in road	15	14	17	21	13
Pushing/working on vehicle	3	4	4	2	3
Other working in road	0	3	0	1	1
Playing in road	0	0	0	1	3
In road for other reason	7	8	15	15	7
Not in road	8	14	13	10	10
Other/Unknown	45	32	31	27	20
Totals	171	182	190	192	167

## FATAL CRASHES AND PERSONS KILLED FOR SELECTED HOLIDAY PERIODS IN MICHIGAN

HOLIDAY PERIOD	Fatal Crashes	Persons Killed	SUMMARY 1997
<b>Memorial Day</b> 1997 (3) 1996 (3) 1995 (3) 1994 (3) 1993 (3)	14 [8] 10 [7] 11 11 18	16 [9] 11 [7] 12 13 23	<p>This table shows traffic death tolls in Michigan for the past five years for the major holiday periods.</p> <p>Based on the <i>total 1997</i> experience, deaths averaged <b>4.0</b> per day. Alcohol-related deaths averaged <b>1.5</b> per day.</p> <p>Based on the <i>1997 Holiday Period</i> experience, deaths averaged <b>5.0</b> per day. Alcohol-related deaths averaged <b>2.2</b> per day.</p>
<b>Fourth of July</b> 1997 (3) 1996 (4) 1995 (4) 1994 (3) 1993 (3)	14 [9] 24 [8] 19 17 11	16 [10] 27 [8] 19 19 14	
<b>Labor Day</b> 1997 (3) 1996 (3) 1995 (3) 1994 (3) 1993 (3)	15 [8] 21 [15] 22 9 7	19 [8] 27 [20] 30 10 7	
<b>Thanksgiving</b> 1997 (4) 1996 (4) 1995 (4) 1994 (4) 1993 (4)	18 [6] 18 [8] 11 19 21	20 [6] 23 [8] 12 21 29	
<b>Christmas</b> 1997 (4) 1996 (1) 1995 (3) 1994 (3) 1993 (3)	11 [3] 4 [0] 15 17 9	13 [3] 6 [0] 16 23 9	
<b>New Years</b> 1997 (4) 1996 (1) 1995 (3) 1994 (3) 1993 (3)	18 [8] 4 [0] 13 16 18	21 [11] 5 [0] 14 16 19	



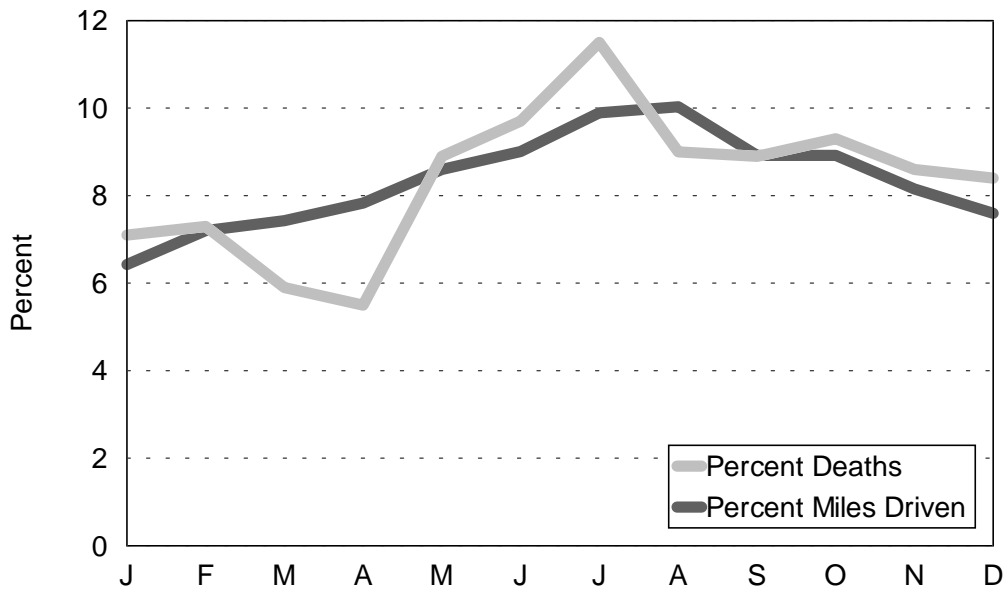
Figures in parentheses in the 1<sup>st</sup> column show number of full days in each holiday period. Deaths are for these days plus six hours of the preceding day.  
 Figures in brackets in the 2<sup>nd</sup> and 3<sup>rd</sup> columns show the number of alcohol-related fatal crashes and deaths.

# 5 YEAR

## MOTOR VEHICLE DEATHS AND MILEAGE BY MONTH

Month	TRAFFIC DEATHS					1997 PERCENTAGES	
	1993	1994	1995	1996	1997	Percent Deaths	Percent Miles Driven
January	123	106	122	131	102	7.1	6.43
February	91	86	90	98	106	7.3	7.20
March	89	82	109	103	85	5.9	7.43
April	72	116	111	98	80	5.5	7.83
May	127	111	118	128	128	8.9	8.60
June	103	123	141	135	140	9.7	9.01
July	149	126	127	146	166	11.5	9.89
August	140	143	159	121	130	9.0	10.03
September	131	132	157	138	128	8.9	8.92
October	146	133	134	135	134	9.3	8.92
November	134	123	136	136	125	8.6	8.15
December	109	138	133	136	122	8.4	7.60
Totals	1,414	1,419	1,537	1,505	1,446	100.0	100.0

Percent Deaths & Percent Miles Driven



The above chart shows that *deaths per miles driven* were lower for the months of March, April and August than for the other months in 1997.

# 1 YEAR

## 1996 - 1997 SUMMARY TRENDS

- Deaths among vehicle occupants (drivers and passengers) decreased **2.6** percent.
- Alcohol use was indicated in 481 fatal crashes, a decrease of **1.2** percent.
- Persons sustaining "A" level injuries (the most serious) decreased **8.0** percent.

	1996	1997	% CHANGE
<b>NUMBER OF CRASHES</b>			
Property Damage Crashes .....	335,495	329,151	-1.9
Fatal Crashes .....	1,339	1,283	-4.2
Personal Injury Crashes .....	98,643	95,359	-3.3
<b>Total</b>	<b>435,477</b>	<b>425,793</b>	<b>-2.2</b>
<b>ALCOHOL IN FATAL CRASHES</b>			
Had Been Drinking (HBD) .....	487 (36.4%)	481 (37.5%)	-1.2
Had Not (HNBD)/Not Known If Drinking .....	852 (63.6%)	802 (62.5%)	-5.9
<b>PERSONS IN CRASHES</b>			
Killed and Injured .....	144,058	138,994	-3.5
Not Injured .....	576,351	567,938	-1.5
Unknown Injury .....	79,034	78,445	-0.7
<b>Total</b>	<b>799,443</b>	<b>785,377</b>	<b>-1.8</b>
<b>PERSONS INJURED</b>			
Male .....	69,106	66,351	-4.0
Female .....	73,447	71,197	-3.1
<b>Total</b>	<b>142,553</b>	<b>137,548</b>	<b>-3.5</b>
"A" Injury .....	16,622	15,291	-8.0
"B" Injury .....	34,063	32,678	-4.1
"C" Injury .....	91,868	89,579	-2.5
<b>Total</b>	<b>142,553</b>	<b>137,548</b>	<b>-3.5</b>
<b>PERSONS KILLED</b>			
Male .....	970	918	-5.4
Female .....	535	528	-1.3
<b>Total</b>	<b>1,505</b>	<b>1,446</b>	<b>-3.9</b>
Drivers .....	822	767	-6.7
Passengers .....	344	369	7.3
Pedestrians .....	192	167	-13.0
Bicyclists .....	32	29	-9.4
Motorcyclist .....	62	63	1.6
Farm Equipment .....	1	2	100.0
Train Engineer .....	0	0	0.0
Snowmobile .....	13	17	30.8
ORV/ATV .....	9	5	-44.4
Other/Unknown .....	30	27	-10.0
<b>Total</b>	<b>1,505</b>	<b>1,446</b>	<b>-3.9</b>

# 1 YEAR

## MORE MICHIGAN CRASH FACTS

CRASH FACTS	1996	1997	% Change
Deaths	1,505	1,446	-3.9
Injuries	142,553	137,548	-3.5
Crashes	435,477	425,793	-2.2
Drivers Involved	750,103	737,939	-1.6
Vehicles Involved	751,804	739,538	-1.6
Fatal Crashes	1,339	1,283	-4.2
Estimated MV Mileage Traveled (billions)	87.7	89.2	1.7
Death Rate Per 100 Million Vehicle Miles	1.7	1.6	-5.9
Fatal Crash Rate Per 100 Million Veh Miles	1.5	1.4	-6.7

Michigan experienced a 3.9 percent decrease in traffic fatalities, as well as a 3.5 percent decrease in injuries and a 2.2 percent decrease in crashes. Vehicle mileage increased 1.7 percent and the death rate per 100 million vehicle miles decreased 5.9 percent.

Based on provisional numbers, the National Safety Council estimates a national decrease in traffic fatalities of 0.2 percent between 1996 (43,300) and 1997 (43,200).



## 1997 COST OF CRASHES IN MICHIGAN

The cost estimate for Michigan crashes in 1997 is **\$9,707,518,300**. This estimate is based on the National Safety Council's cost estimating procedures. Average comprehensive costs are based on the following figures:

Comprehensive Costs, 1997	
Death .....	\$2,890,000
Incapacitating injury .....	\$143,000
Nonincapacitating evident injury .....	\$36,900
Possible injury .....	\$17,600
No injury .....	\$1,700

These cost estimates are not intended for comparisons to previous years.



# MOTOR VEHICLE TRAFFIC DEATHS IN MICHIGAN BY MONTH

Revised December 18, 2006

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
1946	107	98	121	88	110	106	119	130	123	143	160	165	1,470
1947	86	86	85	113	124	114	134	149	134	142	145	135	1,447
1948	89	64	92	109	125	118	138	134	150	133	165	195	1,512
1949	101	82	160	91	110	99	116	138	169	144	149	136	1,441
1950	105	84	87	139	122	125	153	152	157	174	154	153	1,605
1951	131	103	103	117	119	137	170	163	158	146	160	133	1,640
1952	81	121	125	94	145	169	140	184	181	152	166	178	1,736
1953	139	116	136	132	134	173	176	183	187	187	167	175	1,905
1954	130	126	100	119	149	132	182	167	168	167	153	200	1,793
1955	134	117	116	160	157	192	169	209	160	204	208	190	2,016
1956	166	136	132	140	133	115	149	159	169	144	145	158	1,746
1957	121	98	118	118	130	122	127	152	123	143	135	161	1,548
1958	94	90	95	89	92	112	120	134	132	113	165	146	1,382
1959	76	69	91	126	126	124	148	128	155	125	144	161	1,473
1960	139	76	102	105	107	133	159	154	137	186	152	154	1,604
1961	105	99	113	138	133	114	141	166	128	139	148	143	1,567
1962	94	70	115	110	123	147	166	175	170	172	118	114	1,574
1963	107	95	124	142	148	173	188	177	163	179	196	195	1,887
1964	170	159	158	144	164	167	217	197	177	199	177	193	2,122
1965	153	113	135	143	156	181	211	220	193	214	172	245	2,136
1966	147	156	179	151	207	204	212	206	203	220	205	208	2,298
1967	130	105	141	162	187	140	210	189	223	230	216	204	2,137
1968	130	147	164	150	240	214	208	233	209	248	283	166	2,392
1969	137	158	173	169	239	236	218	254	230	236	219	218	2,487
1970	167	143	160	141	214	205	197	204	213	217	178	138	2,177
1971	137	124	155	144	187	212	222	227	155	209	202	178	2,152
1972	156	161	155	150	204	209	225	210	225	219	174	170	2,258
1973	187	156	173	140	180	230	225	201	204	209	171	137	2,213
1974	111	112	107	116	144	197	189	178	200	195	201	125	1,875
1975	120	97	112	93	149	169	195	203	190	162	161	160	1,811
1976	118	102	134	150	163	169	196	227	189	171	174	162	1,955
1977	126	87	122	143	184	179	223	194	164	189	181	158	1,950
1978	98	104	128	177	178	203	206	229	214	199	183	157	2,076
1979	102	103	129	152	146	155	190	171	174	187	171	169	1,849
1980	117	131	109	116	153	170	142	183	192	152	133	176	1,774
1981	99	100	108	116	116	155	159	171	149	155	113	148	1,589
1982	98	79	93	91	114	127	154	153	128	144	131	111	1,417
1983	113	94	83	94	91	121	121	117	131	153	115	95	1,331
1984	93	84	104	91	125	143	175	174	135	153	134	142	1,556
1985	108	91	77	133	137	167	146	136	131	135	161	147	1,569
1986	86	77	103	127	131	175	186	176	131	144	159	137	1,632
1987	91	104	99	106	138	165	151	176	149	164	161	128	1,632
1988	129	107	103	104	145	152	175	158	178	159	127	167	1,704
1989	138	102	94	96	123	156	156	177	155	146	123	164	1,630
1990	99	84	122	94	135	151	165	170	141	147	130	125	1,563
1991	103	79	115	106	129	145	130	141	125	129	104	119	1,425
1992	83	81	83	86	100	122	134	119	123	129	120	120	1,300
1993	123	91	89	72	127	103	149	140	131	146	134	109	1,414
1994	106	86	82	116	111	123	126	143	132	133	123	138	1,419
1995	122	90	109	111	118	141	127	159	157	134	136	133	1,537
1996	131	98	103	98	128	135	146	121	138	135	136	136	1,505
1997	102	106	85	80	128	140	166	130	128	134	125	122	1,446

## MOTOR VEHICLE TRAFFIC CRASH AND RELATED DATA

Year	Deaths	Injuries	Crashes	Estimated Mileage (Millions)	Motor Vehicle Registrations*	Death Rate Per 100 million miles of travel
1946	1,470	34,479	110,631	16,191.1	1,619,541	9.1
1947	1,447	38,195	137,619	17,661.1	1,850,274	8.2
1948	1,512	40,892	140,172	19,069.2	2,030,685	7.9
1949	1,441	41,197	143,197	19,990.4	2,203,375	7.2
1950	1,605	45,734	161,750	21,494.5	2,439,593	7.5
1951	1,640	48,418	176,587	22,668.1	2,560,652	7.2
1952	1,736	49,119	160,829	23,093.1	2,586,834	7.5
1953	1,905	57,834	184,174	25,346.9	2,808,921	7.5
1954	1,793	56,444	185,534	26,041.2	2,889,740	6.9
1955	2,016	62,234	196,812	28,282.5	3,149,323	7.1
1956	1,746	61,158	197,995	28,429.3	3,173,704	6.1
1957	1,548	60,067	191,915	29,252.2	3,256,150	5.3
1958	1,382	57,767	177,934	29,411.3	3,157,441	4.7
1959	1,473	64,873	198,771	30,679.0	3,252,492	4.8
1960	1,604	91,026	209,724	31,842.4	3,352,234	5.0
1961	1,567	93,350	199,973	32,101.5	3,395,736	4.9
1962	1,574	108,143	233,078	34,498.0	3,498,758	4.6
1963	1,887	126,896	261,794	36,452.2	3,646,080	5.2
1964	2,122	144,623	284,444	38,617.6	3,860,791	5.5
1965	2,136	155,258	310,598	40,857.4	4,066,826	5.2
1966	2,298	156,694	302,880	43,940.1	4,133,199	5.2
1967	2,137	151,297	299,004	45,053.6	4,161,573	4.7
1968	2,392	160,413	305,495	48,047.4	4,327,885	5.0
1969	2,487	175,400	331,223	50,904.9	4,560,097	4.9
1970	2,177	161,719	313,715	53,148.1	4,683,919	4.1
1971	2,152	157,664	314,015	55,539.7	4,835,146	3.9
1972	2,258	178,929	359,745	57,817.1	5,160,985	3.9
1973	2,213	169,485	350,864	58,478.4	5,442,233	3.8
1974	1,875	141,132	324,763	55,748.7	5,652,406	3.4
1975	1,811	147,299	333,560	56,260.5	5,744,441	3.2
1976	1,955	162,894	365,600	61,638.0	5,861,908	3.2
1977	1,950	166,389	374,751	64,853.0	6,138,732	3.0
1978	2,076	169,202	389,193	67,380.0	6,436,365	3.1
1979	1,849	162,571	366,435	64,882.3	6,536,246	2.8
1980	1,774	144,972	314,594	61,190.1	6,570,735	2.9
1981	1,589	136,455	302,831	62,000.0	6,140,286	2.6
1982	1,417	130,061	294,971	61,321.0	6,400,942	2.3
1983	1,331	135,811	300,797	63,560.1	6,443,499	2.1
1984	1,556	150,740	335,193	65,727.0	6,509,192	2.4
1985	1,569	157,417	386,904	68,413.0	6,857,364	2.3
1986	1,632	158,032	400,694	70,622.0	6,952,263	2.3
1987	1,632	156,318	397,224	75,715.0	7,061,339	2.2
1988	1,704	155,713	410,437	77,700.0	7,196,609	2.2
1989	1,630	154,537	417,252	79,900.0	7,233,823	2.0
1990	1,563	145,179	387,180	81,200.0	7,300,853	1.9
1991	1,425	135,830	364,847	81,900.0	7,329,789	1.7
1992	1,300	118,727	344,942	84,000.0	7,411,192	1.5
1993	1,414	134,548	363,636	85,700.0	7,495,904	1.6
1994	1,419	142,200	398,050	85,600.0	7,669,022	1.7
1995	1,537	146,303	421,073	85,699.6	7,751,336	1.8
1996	1,505	142,553	435,477	87,700.0	8,106,972	1.7
1997	1,446	137,548	425,793	89,232.0	8,115,921	1.6

\* Excludes trailers and trailer coaches.

