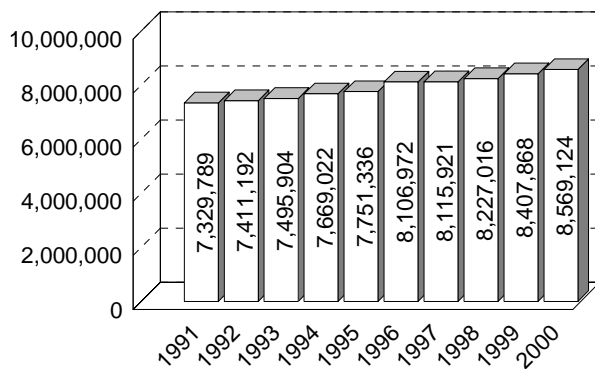


# 10 YEAR

## VEHICLE REGISTRATIONS

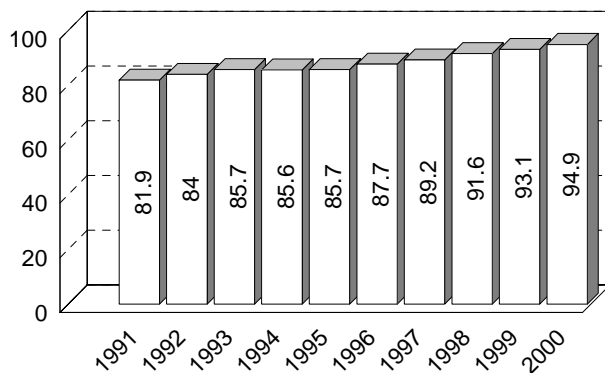
Number of Motor Vehicles



Vehicle Registrations have been increasing steadily since 1991, reaching 8,569,124 in 2000.

## VEHICLES MILES TRAVELED

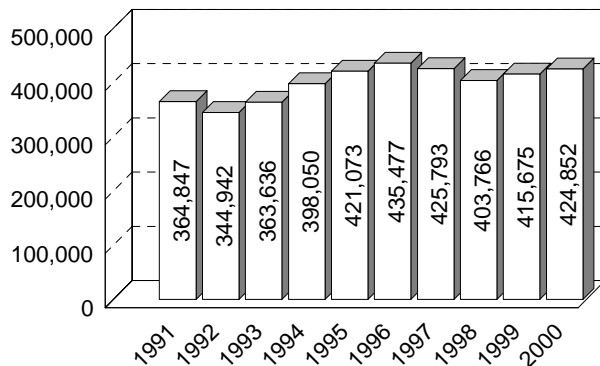
Billions of Miles



Vehicle miles of travel have increased 15.9 percent since 1991, reaching 94.9 billion miles in 2000.

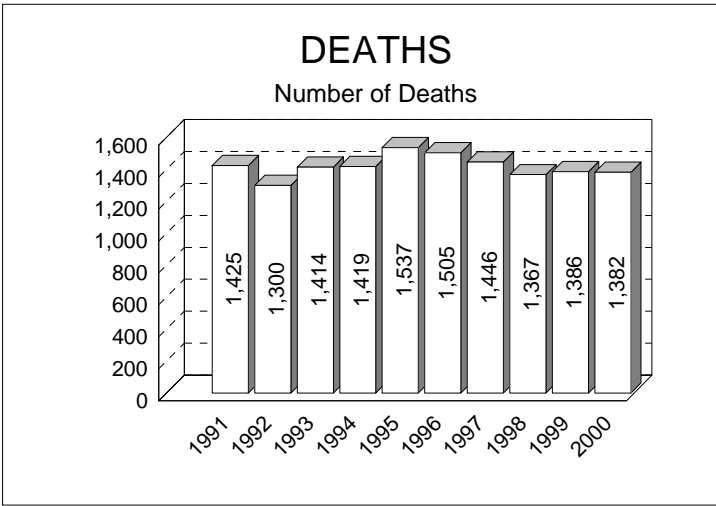
## CRASHES

Number of Crashes

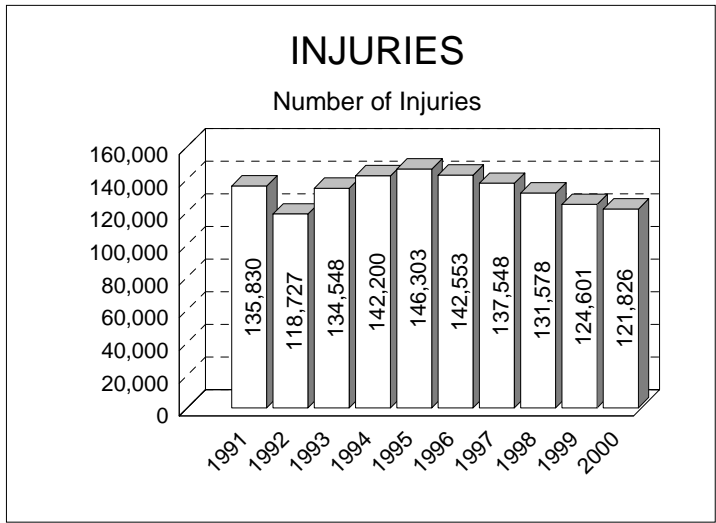


There were 424,852 total crashes statewide in 2000, a 2.2 percent increase from 1999.

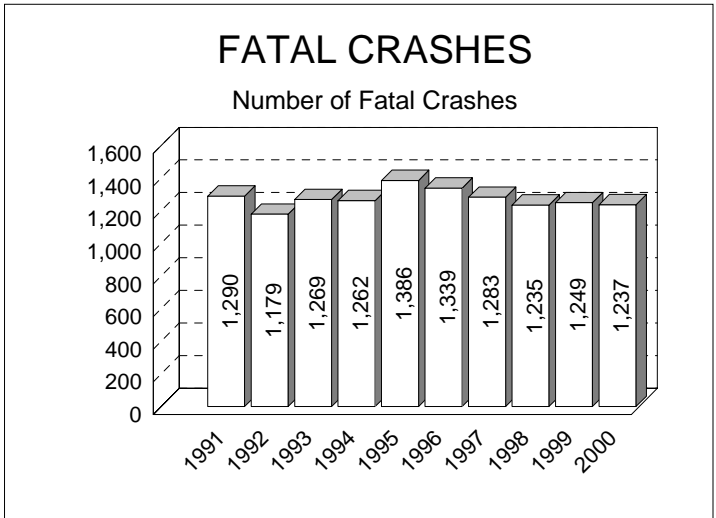
# 10 YEAR TRENDS (continued)



Number of deaths has remained below the high of 1,563 in 1990. In 2000, 1,382 people died in motor vehicle crashes, a decrease of 0.3 percent from 1999.

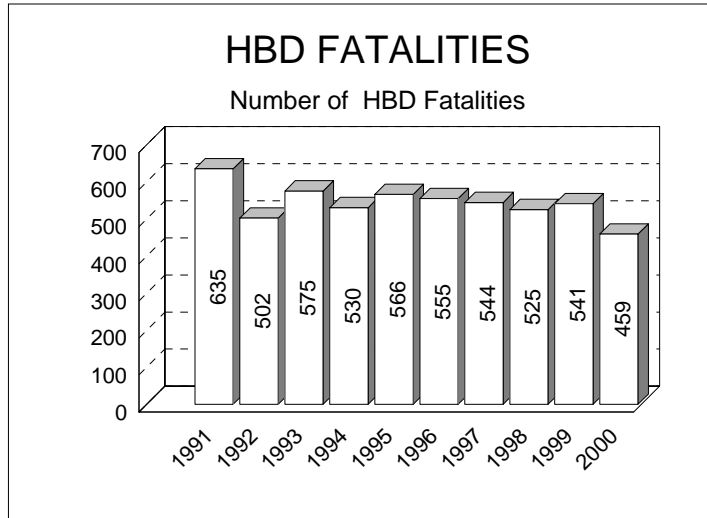


121,826 people received nonfatal injuries in Michigan motor vehicle crashes in 2000, down 2.2 percent from 124,601 in 1999.

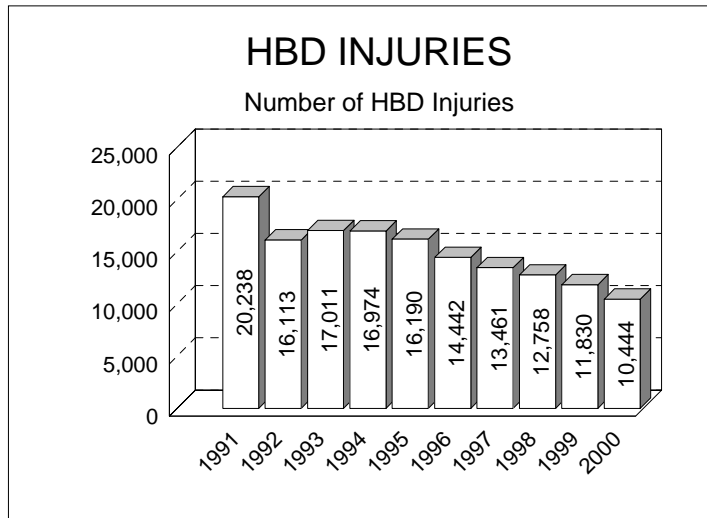


In 2000, there were 1,237 fatal crashes, down 10.8 percent from the high of 1,386 in 1995.

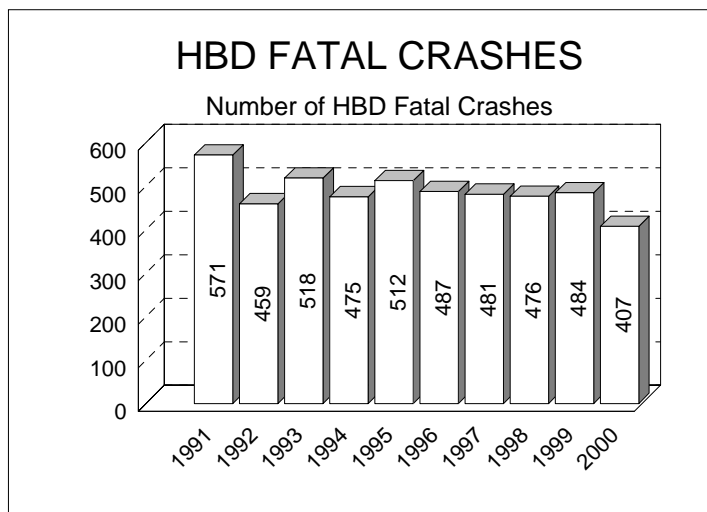
# 10 YEAR



Deaths in alcohol related crashes have decreased over the last ten years. There were 459 HBD fatalities in 2000, down 27.7 percent from 1991.

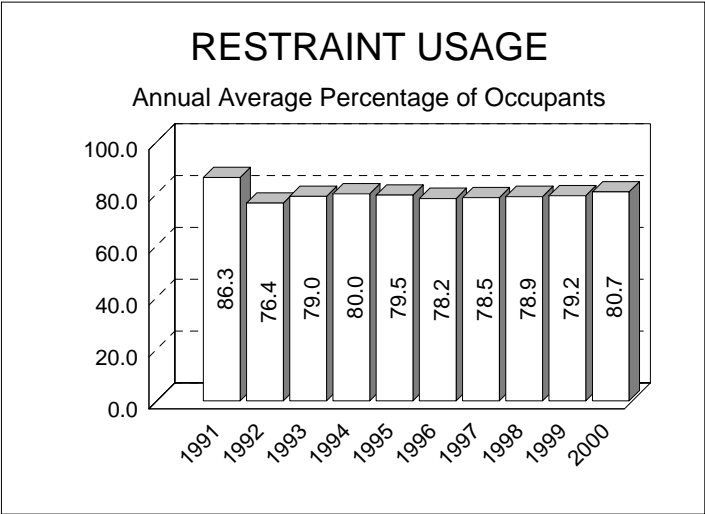


Mirroring the trend in deaths, HBD injuries have decreased over the last ten years. There were 10,444 injuries in 2000, down 48.4 percent from 1991.

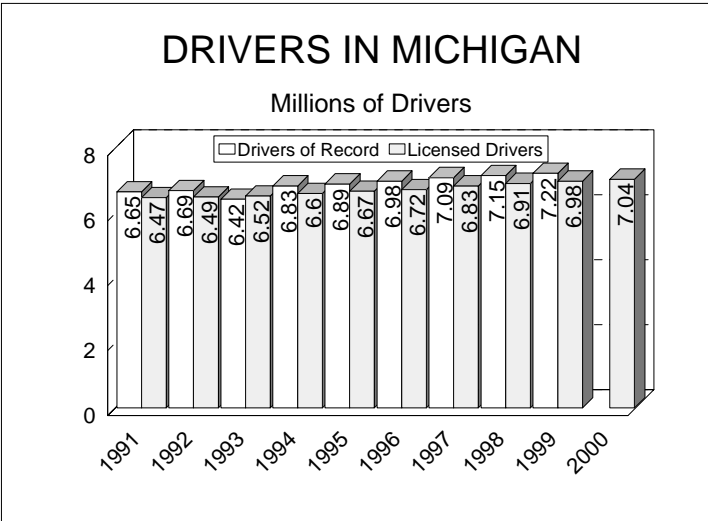


Alcohol involvement in fatal crashes has decreased 28.7 percent since 1991. In 2000, there were 407 HBD fatal crashes, down 15.9 percent from 1999.

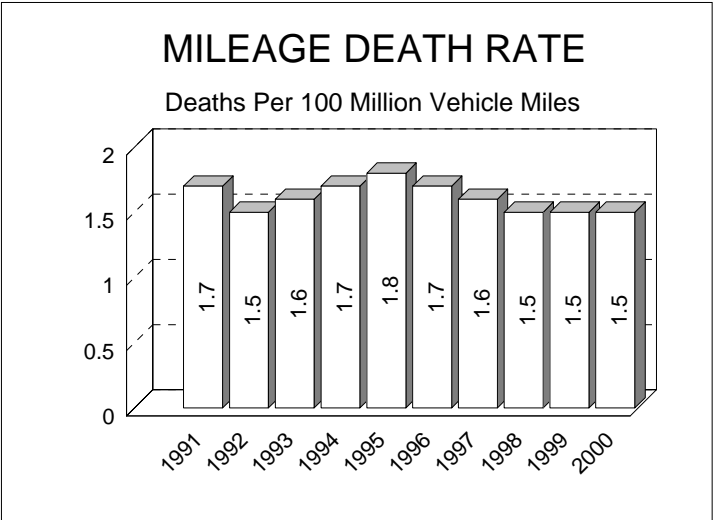
# 10 YEAR TRENDS (continued)



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 79.7.

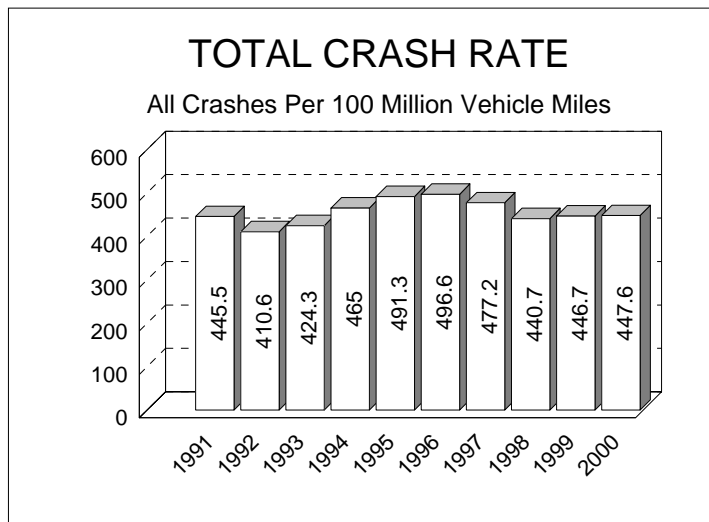


Drivers of Record data is no longer available from the Michigan Department of State. Beginning with this year's Michigan Traffic Crash Facts, we are using Licensed Drivers (as defined by the Michigan Department of State, Office of Policy and Planning) for the total number of drivers on Michigan Roads. For a definition of Licensed Drivers, please refer to the Glossary.

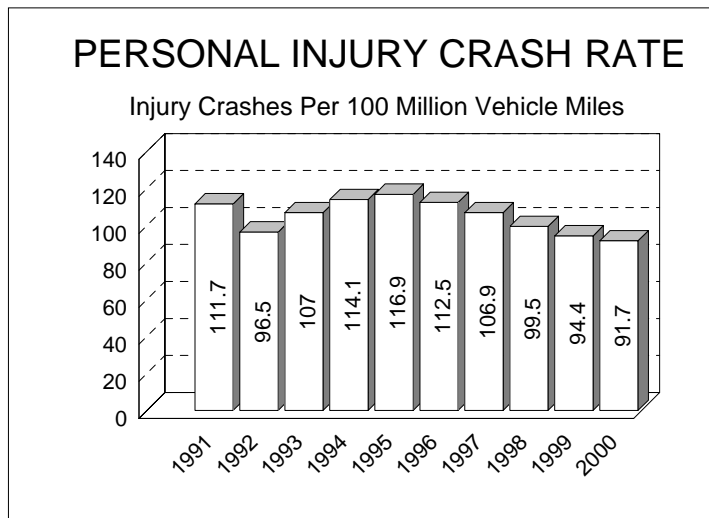


The 1.5 death rate in 2000 is an 11.8 percent decrease from 1991.

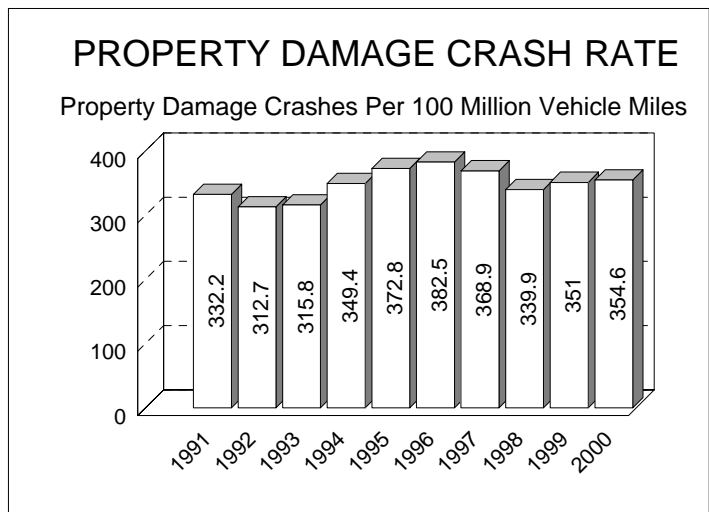
# 10 YEAR



The 447.6 total crash rate in 2000 is a 0.2 percent increase from 1999, and an 0.5 percent increase from 1991.

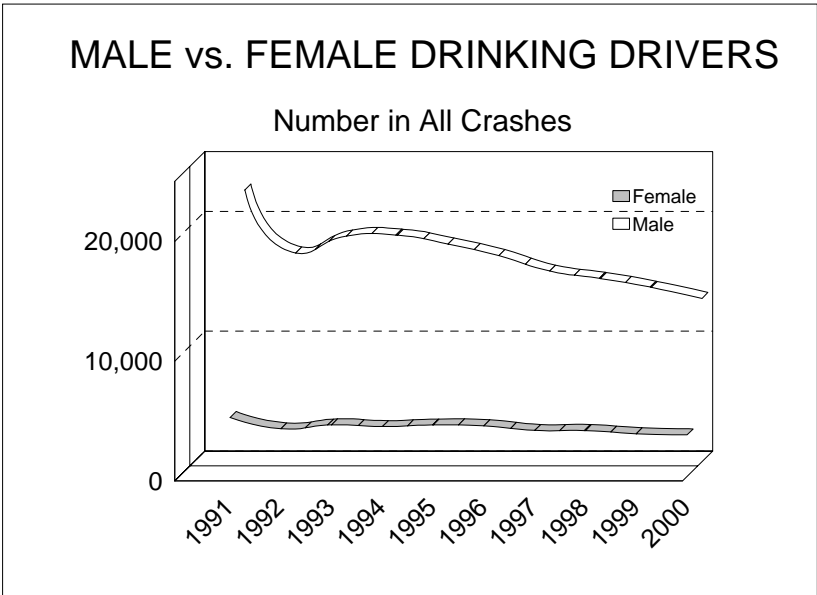
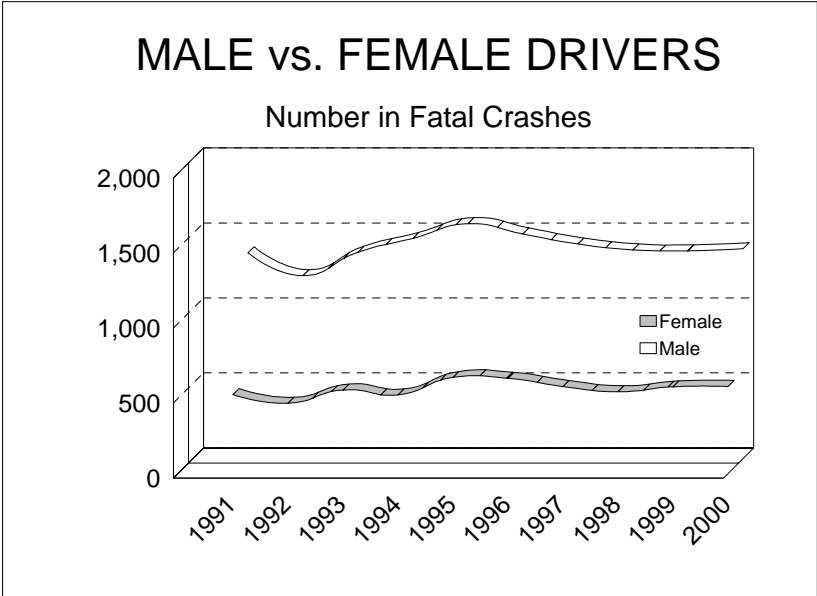
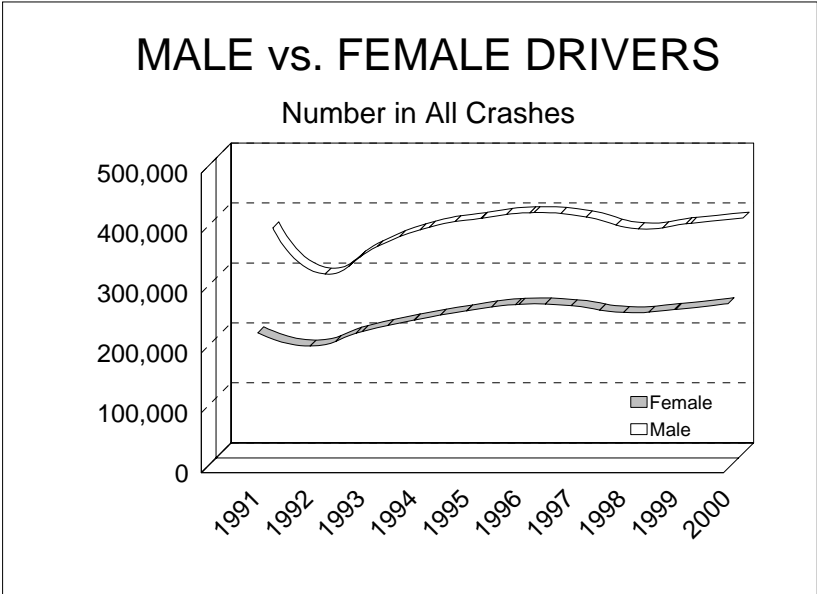


The 91.7 personal injury crash rate in 2000 is a 2.8 percent decrease from 1999, and a 17.9 percent decrease from 1991.



The 354.6 property damage crash rate in 2000 is a 1.0 percent increase from 1999, and a 6.7 percent increase from 1991.

# 10 YEAR TRENDS (continued)



# 10 YEAR

DRIVERS IN ALL CRASHES		
	Male	Female
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
1998	374,505	259,843
1999	383,733	264,985
2000	392,347	274,675

The crash data collection form (UD-10) was changed in 1992. Prior to 1992, drivers whose gender was not identified were coded as male. 9.3% of all drivers were coded as unknown gender in 2000.

DRIVERS IN FATAL CRASHES		
	Male	Female
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
1998	1,391	545
1999	1,385	578
2000	1,399	580

Male drivers make up 67.8 percent of all drivers in fatal crashes.

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

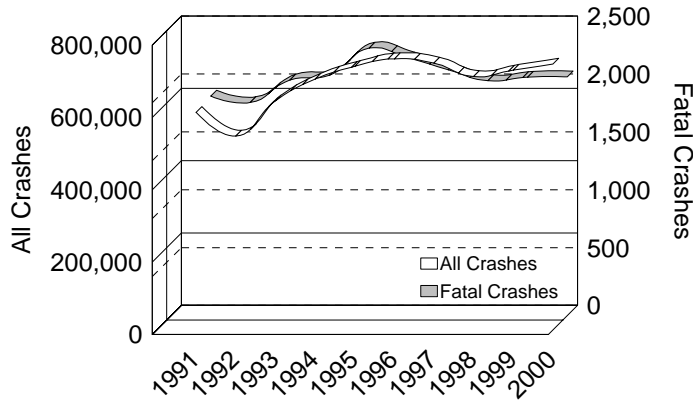
DRINKING DRIVERS IN ALL CRASHES		
	Male	Female
1991	22,679	4,930
1992	17,414	3,976
1993	18,831	4,308
1994	18,889	4,163
1995	18,153	4,300
1996	17,186	4,225
1997	15,901	3,842
1998	15,280	3,833
1999	14,541	3,569
2000	13,609	3,474

Males drivers have always accounted for the majority of all drinking drivers. The number of male drinking drivers decreased 40 percent from 1991 to an all time low of 13,609 in 2000.

The number of female drinking drivers decreased to the lowest number of the ten year period, 3,474 in 2000.

## ALL DRIVERS

Number in All and Fatal Crashes

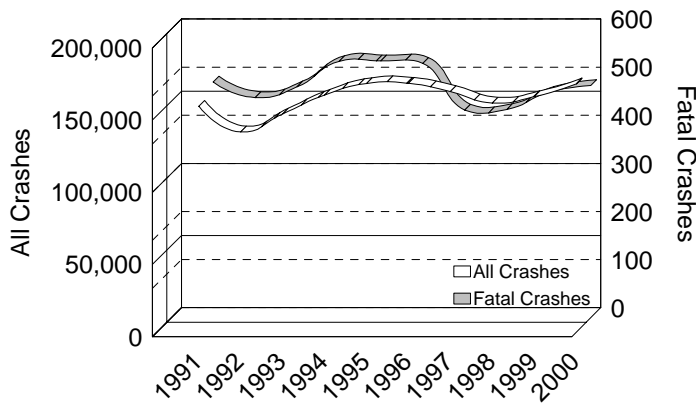


## 10 YEAR TRENDS (continued)



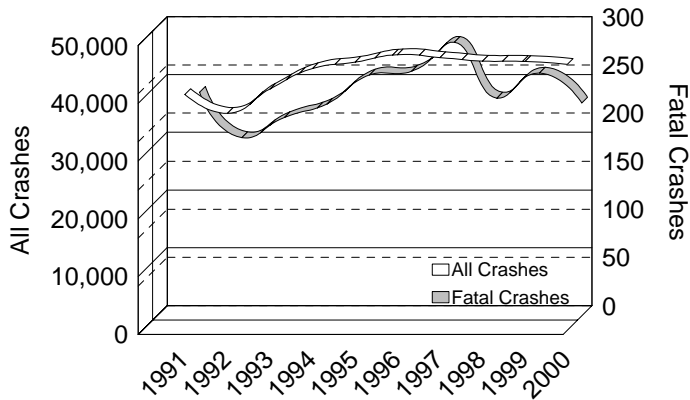
## TEEN/YOUNG ADULT DRIVERS

Age 16-24: Number in All and Fatal Crashes



## ELDERLY DRIVERS

Age 65-100: Number in All and Fatal Crashes



# 10 YEAR

ALL DRIVERS		
	All Crashes	Fatal Crashes
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
1998	701,056	2,029
1999	718,639	2,061
2000	735,664	2,062

Driver involvement in all crashes increased 22.1 percent over the ten year period.

Driver involvement in fatal crashes increased 8.7 percent over the ten year period.

TEEN/YOUNG ADULT DRIVERS		
	All Crashes	Fatal Crashes
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
1998	158,887	433
1999	163,239	469
2000	172,059	483

Teen/Young Adult Drivers (age 16-24) represent 14.8 percent of the licensed drivers in 2000.

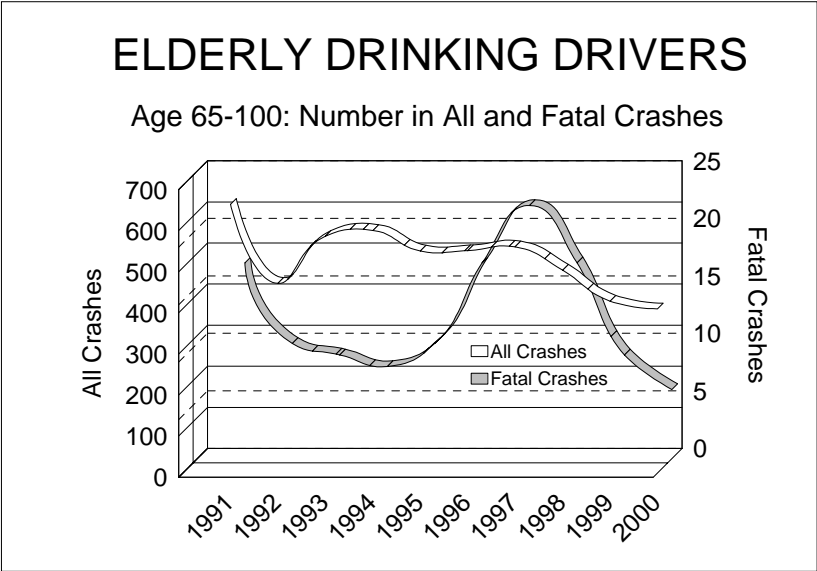
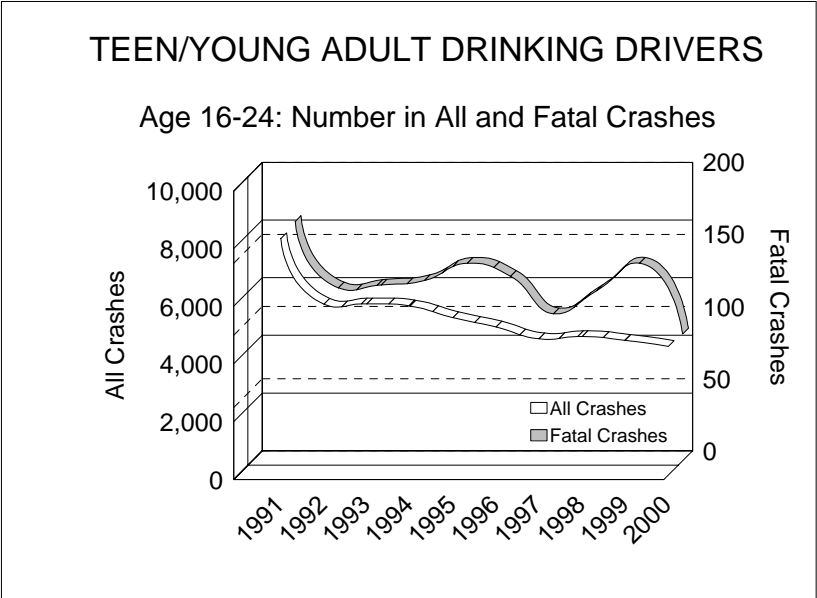
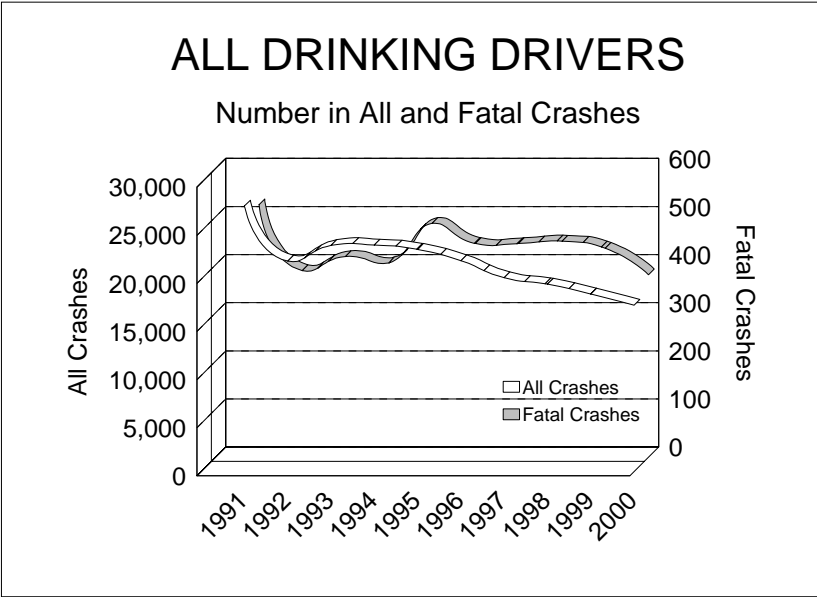
The number of Teen/Young Adult drivers in all crashes has increased by 9.9 percent since 1991. Their involvement in fatal crashes decreased 1.4 percent during the same time period.

ELDERLY DRIVERS		
	All Crashes	Fatal Crashes
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
1998	46,582	226
1999	46,519	252
2000	46,023	221

Elderly Drivers (age 65-100) represent 14.1 percent of the licensed drivers in 2000.

The number of drivers age 65 and older in all crashes has increased 12.8 percent since 1991. Their involvement in fatal crashes decreased 4.7 percent during the same time period.

# 10 YEAR TRENDS (continued)



# 10 YEAR

DRINKING DRIVERS		
	All Crashes	Fatal Crashes
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
1998	19,483	449
1999	18,469	434
2000	17,295	379

Drinking driver involvement in all crashes decreased 37.4 percent over the ten year period.

Drinking driver involvement in fatal crashes decreased 27.8 percent over the ten year period.

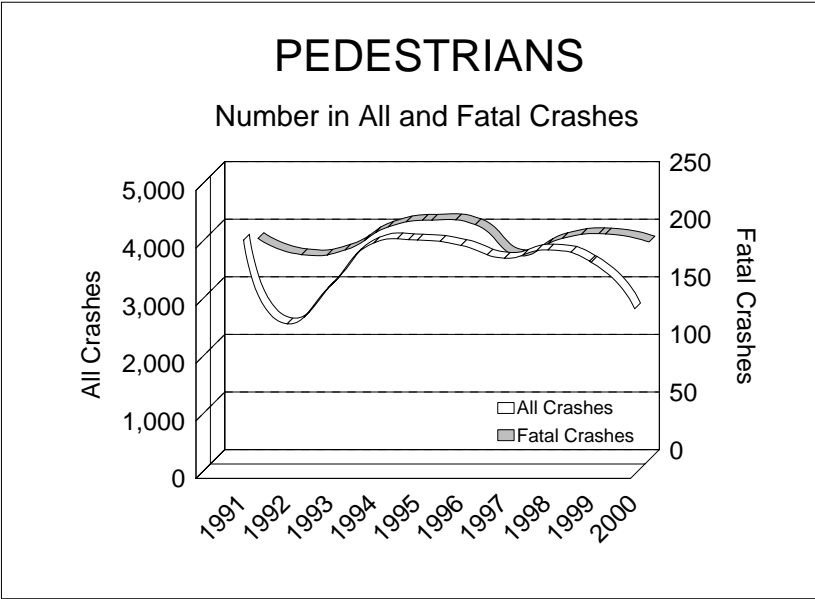
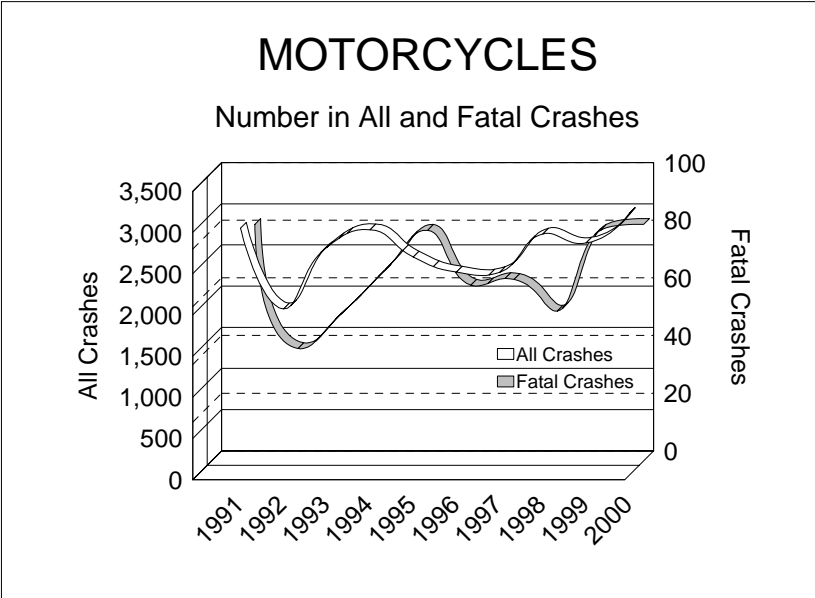
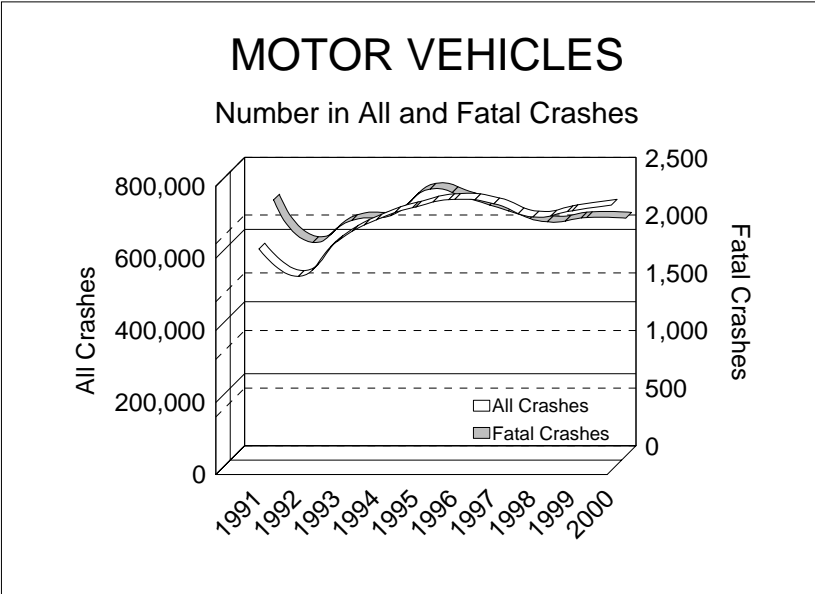
TEEN/YOUNG ADULT DRINKING DRIVERS		
	All Crashes	Fatal Crashes
1991	8,210	166
1992	5,934	120
1993	5,947	122
1994	5,868	125
1995	5,461	137
1996	5,142	128
1997	4,731	102
1998	4,812	118
1999	4,676	137
2000	4,470	88

The number of Teen/Young Adult drinking drivers in all crashes has decreased by 45.6 percent since 1991. Their involvement in fatal crashes decreased 47.0 percent during the same time period.

ELDERLY DRINKING DRIVERS		
	All Crashes	Fatal Crashes
1991	654	17
1992	461	10
1993	576	9
1994	590	8
1995	540	10
1996	541	17
1997	550	22
1998	493	17
1999	418	9
2000	399	6

The number of elderly drinking drivers (age 65-100) in all crashes has decreased 39.0 percent since 1991. Their involvement in fatal crashes has fluctuated over the same time period with a low of 6 in 2000.

# 10 YEAR TRENDS (continued)



# 10 YEAR

<b>MOTOR VEHICLES</b>		
	All Crashes	Fatal Crashes
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
1998	702,680	2,029
1999	720,393	2,066
2000	736,219	2,062

There has been a 7.1 percent decline in the number of motor vehicles involved in fatal crashes from 2,220 in 1991 to 2,062 in 2000.

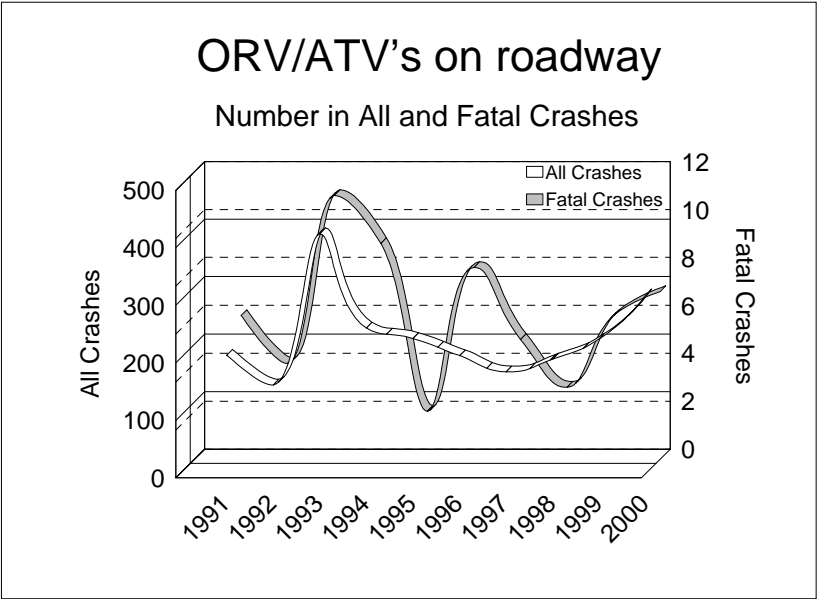
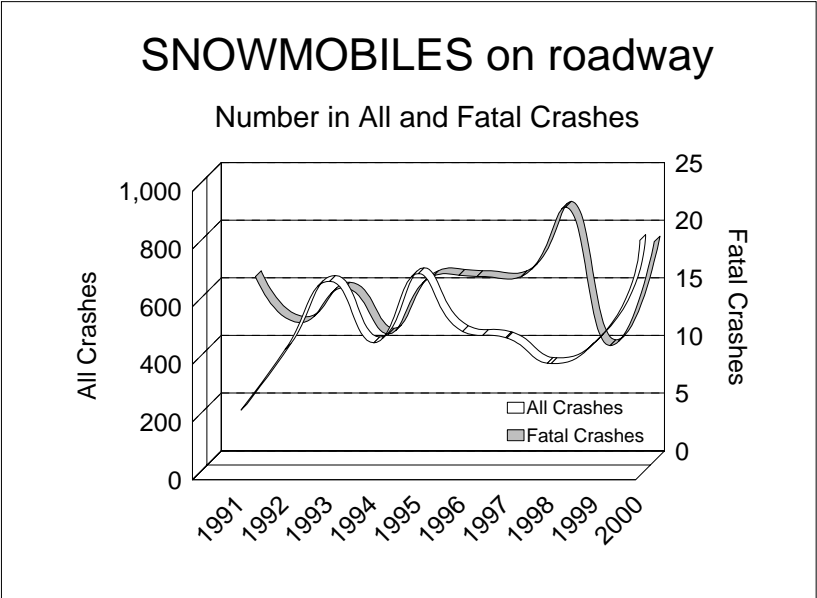
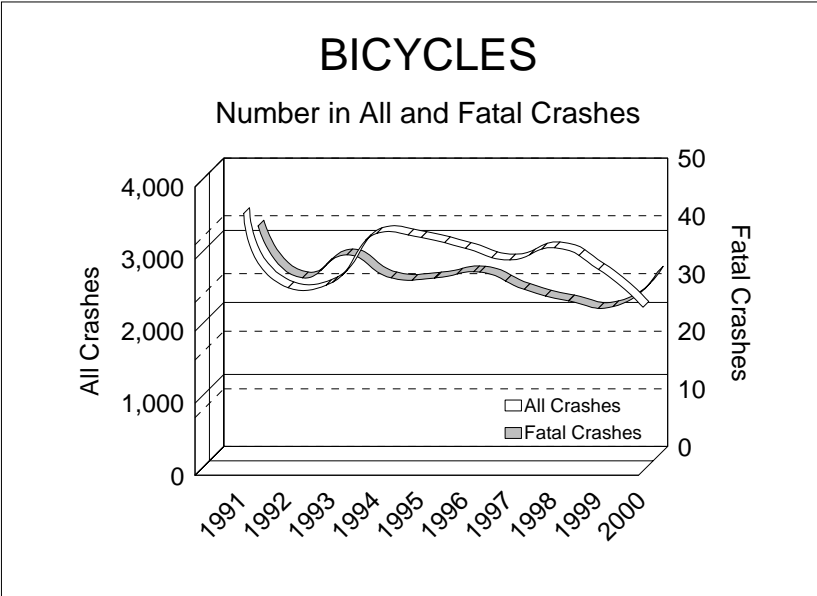
<b>MOTORCYCLES</b>		
	All Crashes	Fatal Crashes
1991	3,001	82
1992	2,022	39
1993	2,768	51
1994	2,982	66
1995	2,651	80
1996	2,468	61
1997	2,465	63
1998	2,931	52
1999	2,820	80
2000	3,180	82

The number of motorcycles involved in fatal crashes has fluctuated over the ten year period with a high of 82 in 1991 and again in 2000.

<b>PEDESTRIANS</b>		
	All Crashes	Fatal Crashes
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
1998	3,891	192
1999	3,677	196
2000	2,868	189

There were 189 pedestrians involved in fatal crashes in 2000, up 6.8 percent from the ten year low of 177 in 1997.

# 10 YEAR TRENDS (continued)



# 10 YEAR

<b>BICYCLES</b>		
	All Crashes	Fatal Crashes
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
1998	3,097	27
1999	2,797	26
2000	2,271	32

There were 32 bicycles involved in fatal crashes in 2000.

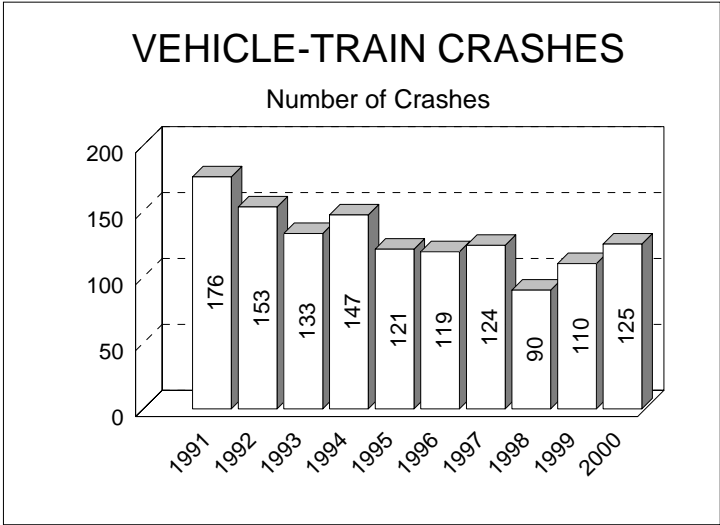
<b>SNOWMOBILES on Michigan roadways</b>		
	All Crashes	Fatal Crashes
1991	227	16
1992	437	12
1993	673	15
1994	460	11
1995	700	16
1996	499	16
1997	476	16
1998	387	22
1999	463	10
2000	815	19

The number of snowmobiles involved in all crashes on Michigan public roadways has increased by 259.0 percent over the ten year period.

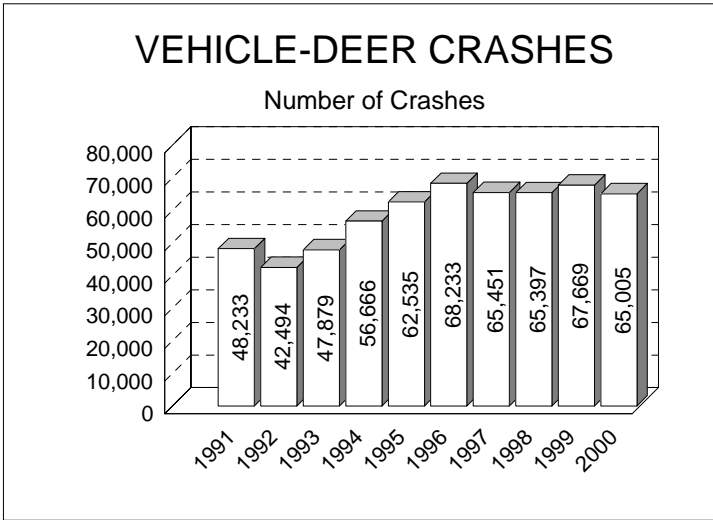
<b>ORV/ATV's on Michigan roadways</b>		
	All Crashes	Fatal Crashes
1991	206	6
1992	154	4
1993	417	11
1994	253	9
1995	235	2
1996	205	8
1997	177	5
1998	199	3
1999	234	6
2000	311	7

There were 7 ORV/ATV's involved in fatal crashes on Michigan public roadways in 2000.

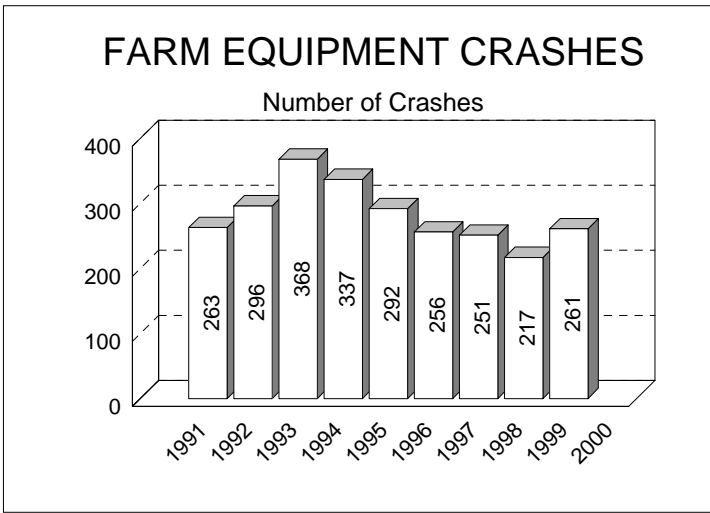
# 10 YEAR TRENDS (continued)



125 vehicle-train crashes occurred in 2000, a decrease of 29.0 percent in the 10 year period.

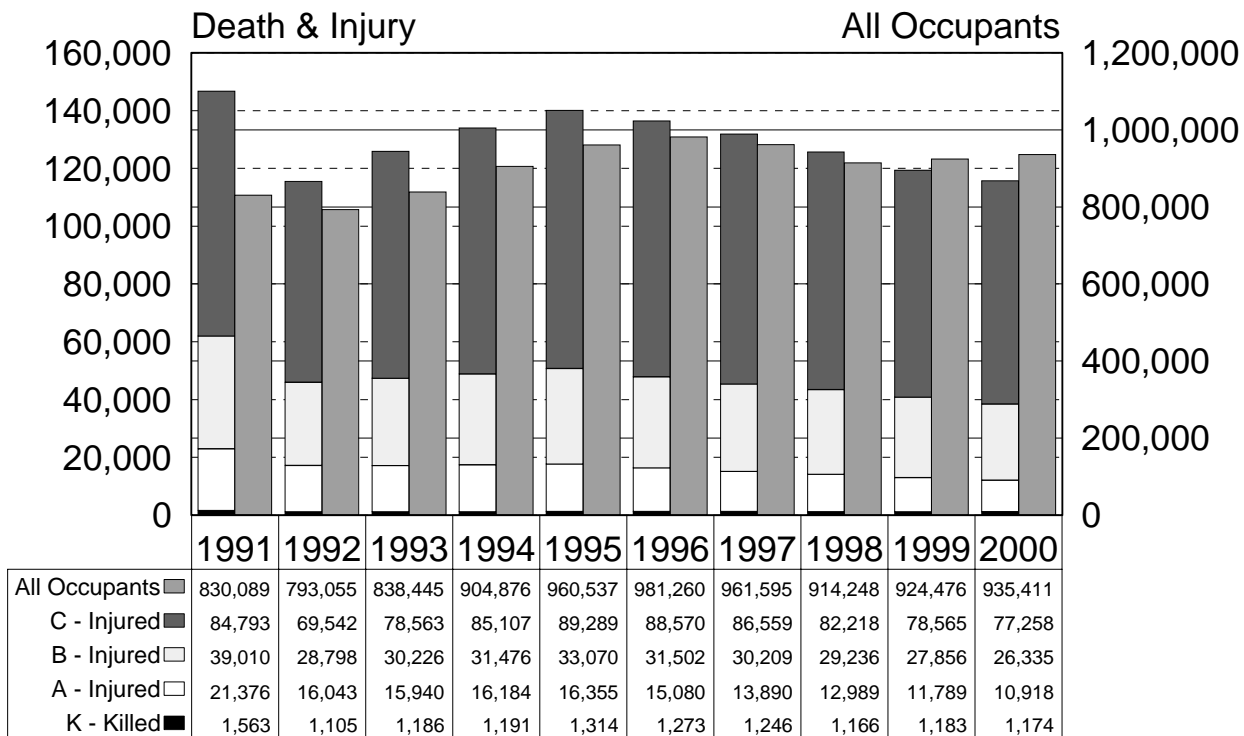


There has been a 34.8 percent rise from 48,233 vehicle-deer crashes in 1991 to 65,005 in 2000.



Data not available for calendar year 2000 farm equipment crashes. Please refer to the preface for details.

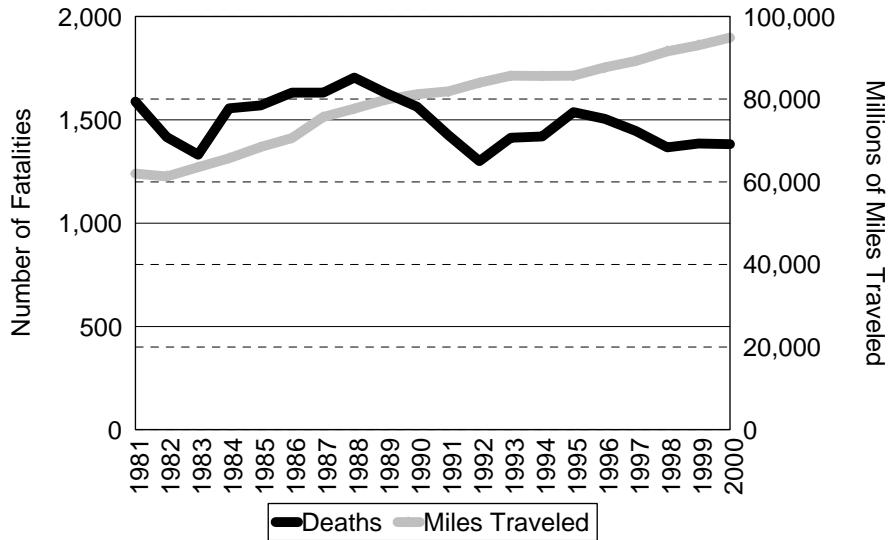
## DEATH AND INJURY PER CRASH INVOLVED OCCUPANT



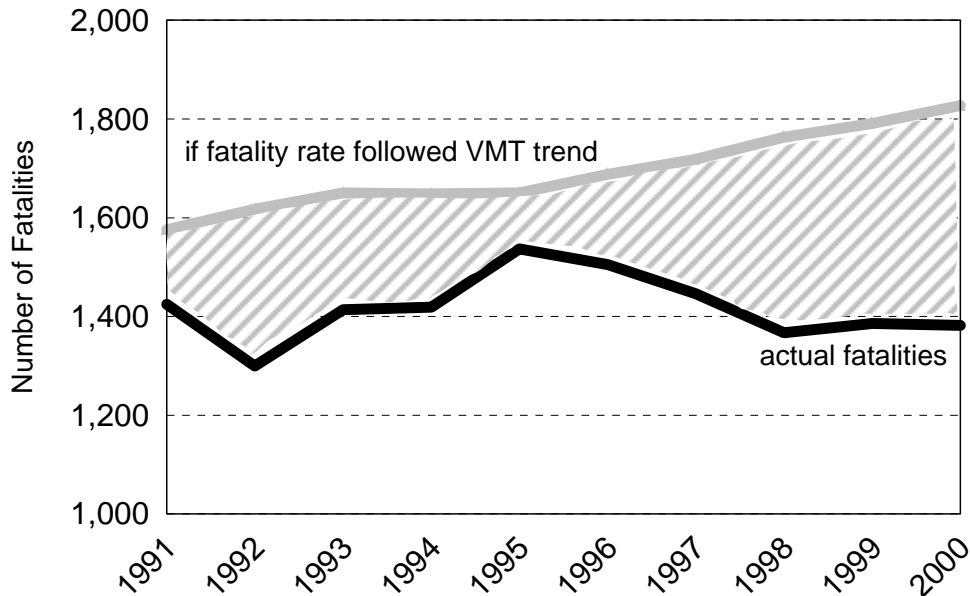
The proportion of death and injury to crash involved occupants has decreased over the last ten years. In 2000, 1,174 occupants of motor vehicles were fatally injured, 10,918 suffered an A (incapacitating) injury, 26,335 sustained a B (nonincapacitating) injury, and 77,258 sustained a C (possible) injury.

# 10 YEAR

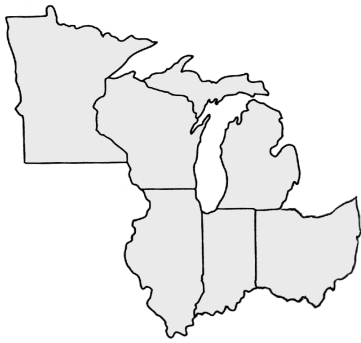
## FATALITIES AND VMT TRENDS



## 10 Year Highlight



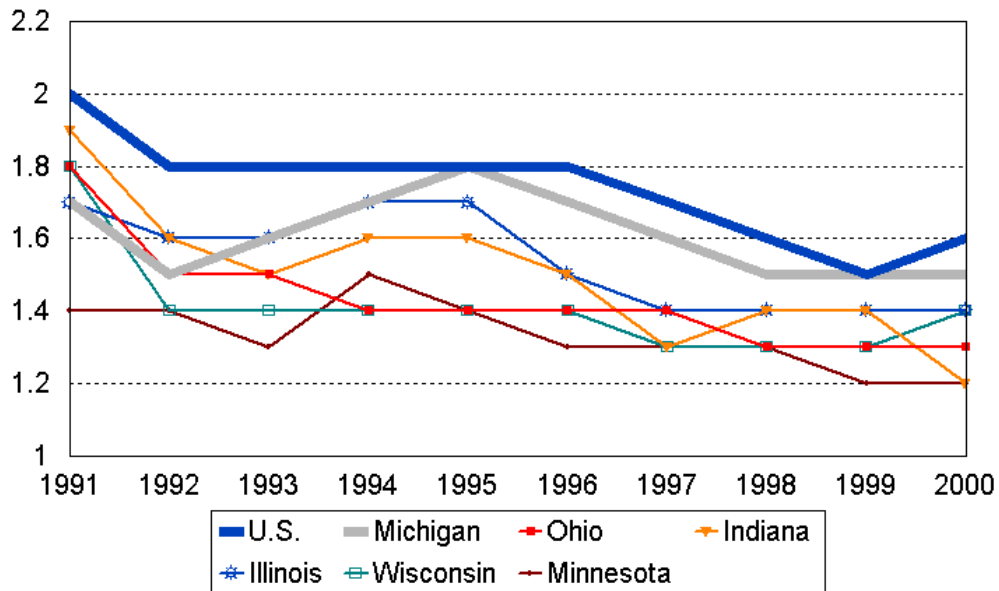
In the 1980's, the number of fatalities had been steadily increasing, following the VMT trend. A dramatic reversal in the fatality rate began in 1989. A projection of losses that would have been incurred if the fatality rate had continued to follow the VMT trend is provided above.



# 10 YEAR

## MILEAGE DEATH RATES 1991 - 2000

Comparison - Michigan to U.S. and Surrounding States



The chart above shows the reduction in mileage death rates (motor vehicle traffic deaths per 100,000,000 vehicle miles) for Michigan, its neighboring states and the U.S. over the last ten years.

	U.S.	Michigan	Ohio	Indiana	Illinois	Wisconsin	Minnesota
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
1998	1.6	1.5	1.3	1.4	1.4	1.3	1.3
1999	1.5	1.5	1.3	1.4	1.4	1.3	1.2
2000	1.6	1.5	1.3	1.2	1.4	1.4	1.2

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

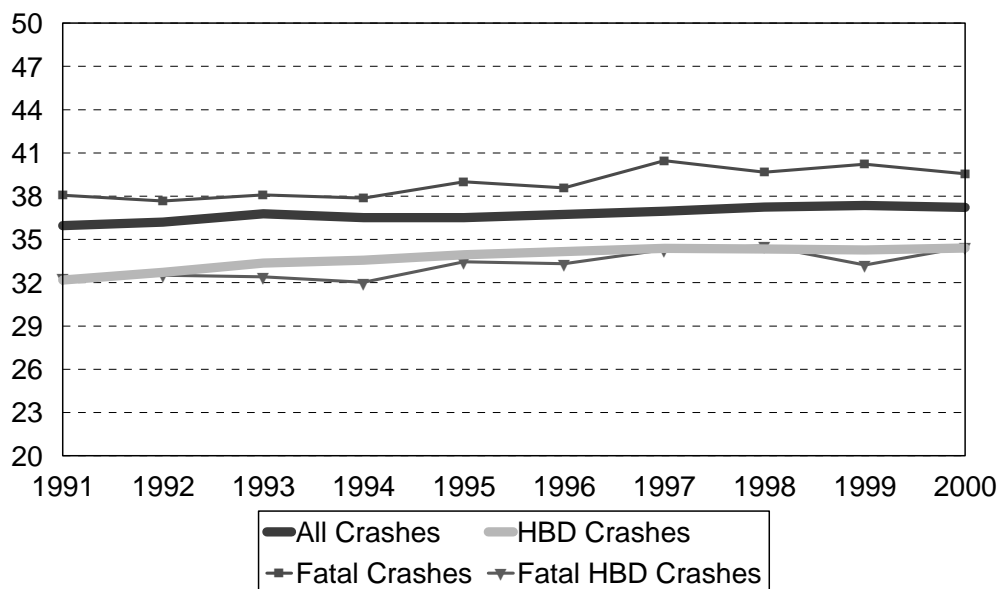
Year	U.S. Persons Killed	Michigan Persons Killed	Ohio Persons Killed	Indiana Persons Killed	Illinois Persons Killed	Wisconsin Persons Killed	Minnesota Persons Killed
1991	43,536	1,425	1,635	1,022	1,448	795	531
1992	40,982	1,300	1,440	901	1,384	645	581
1993	41,893	1,414	1,484	901	1,392	703	538
1994	42,700	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	1,393	721	600
1998	41,200	1,367	1,423	978	1,393	709	650
1999	41,300	1,386	1,430	1,017	1,456	744	626
2000	43,000	1,382	1,361	875	1,418	801	625

Based on provisional numbers, the National Safety Council estimates a national increase in traffic fatalities of 4.1 percent between 1999 (41,300) and 2000 (43,000).

Year	U.S. VMT	Michigan VMT	Ohio VMT	Indiana VMT	Illinois VMT	Wisconsin VMT	Minnesota VMT
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
1998	2,618	91.6	106.0	70.7	100.9	56.0	48.5
1999	2,679	93.1	106.4	71.5	101.8	57.0	50.7
2000	2,688	94.9	106.5	72.3	102.9	57.3	52.4

VMT described in billions of miles

## AVERAGE AGE OF DRIVERS IN CRASHES 1991 - 2000



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.