

2000 - 2001 SUMMARY TRENDS

- ★ Michigan experienced a **3.9** percent decrease in traffic fatalities, as well as a **7.8** percent decrease in injuries and a **5.7** percent decrease in crashes.
- ★ Deaths among vehicle occupants (drivers and passengers) decreased **4.3** percent.
- ★ Persons sustaining "A" level injuries (the most serious) decreased **11.9** percent.

	2000	2001	% CHANGE
NUMBER OF CRASHES			
Fatal Crashes	1,237	1,206	-2.5
Personal Injury Crashes	87,043	80,922	-7.0
Property Damage Crashes	336,572	318,685	-5.3
Total	424,852	400,813	-5.7
ALCOHOL-INVOLVED CRASHES			
Fatal Crashes	407	419	2.9
Personal Injury Crashes	7,222	6,484	-10.2
Property Damage Crashes	9,686	8,876	-8.4
Total	17,315	15,779	-8.9
ALCOHOL-INVOLVED FATAL CRASHES			
Had Been Drinking (HBD)	407 (32.9)	419 (34.7)	2.9
Had Not (HNBD)/Not Known If Drinking	830 (67.1)	787 (65.3)	-5.2
PERSONS IN CRASHES			
Killed	1,382	1,328	-3.9
Injured	121,826	112,294	-7.8
Not Injured	578,140	530,363	-8.3
Unknown Injury	73,771	78,567	6.5
Total	775,119	722,552	-6.8
PERSONS IN ALCOHOL-INVOLVED CRASHES			
Killed	459	461	0.4
Injured	10,444	9,431	-9.7
Not Injured	16,869	15,141	-10.2
Unknown Injury	2,084	2,020	-3.1
Total	29,856	27,053	-9.4
PERSONS INJURED BY GENDER			
Male	55,902	50,835	-9.1
Female	62,921	57,318	-8.9
Unknown Gender	3,003	4,141	37.9
Total	121,826	112,294	-7.8
PERSONS INJURED BY SEVERITY			
"A" Injury	11,956	10,530	-11.9
"B" Injury	29,090	26,350	-9.4
"C" Injury	80,780	75,414	-6.6
Total	121,826	112,294	-7.8

Note: The 2000 & 2001 information provided for alcohol contains data for alcohol-related crashes only.

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Due to data processing errors ~1,600 pedestrians and ~1,600 bicyclists are incorrectly identified as drivers. Comparison to prior years of pedestrian and bicyclist data must take this into account.

YEAR 2000 - 2001 SUMMARY TRENDS (continued)

	2000	2001	% CHANGE
PERSONS KILLED BY GENDER			
Male	901	852	-5.4
Female	467	452	-3.2
Unknown Gender	14	24	71.4
Total	1,382	1,328	-3.9
PERSONS KILLED			
Driver	729	714	-2.1
Passenger	327	297	-9.2
Pedestrian	168	160	-4.8
Bicyclist	29	26	-10.3
Motorcyclist	78	90	15.4
Farm Equipment	6	3	-50.0
Train Engineer	0	0	---
Snowmobile	17	4	-76.5
ORV/ATV	8	15	87.5
Other/Unknown	20	19	-5.0
Total	1,382	1,328	-3.9
RESTRAINT USE BY DRIVER			
“Reported Restrained” - Killed	346	336	-2.9
“Reported Not Restrained” - Killed	293	290	-1.0
“Reported Restrained” - Injured	69,466	65,720	-5.4
“Reported Not Restrained” - Injured	5,488	4,627	-15.7
RESTRAINT USE BY INJURED PASSENGER			
“Reported Restrained” -Killed	156	133	-14.7
“Reported Not Restrained” - Killed.....	133	128	-3.8
“Reported Restrained” - Injured	23,793	21,374	-10.2
“Reported Not Restrained” - Injured	4,676	4,114	-12.0
DRIVER AGE 16-19 INVOLVED			
Fatal Crashes	230	200	-13.0
Personal Injury Crashes	19,440	17,920	-7.8
Property Damage Crashes	59,534	54,827	-7.9
Total All Crashes	79,204	72,947	-7.9
Persons Killed	272	230	-15.4
Persons Injured	28,989	26,593	-8.3
DRIVER AGE 65 & OVER INVOLVED			
Fatal Crashes	215	217	0.9
Personal Injury Crashes	10,629	10,113	-4.9
Property Damage Crashes	33,098	32,052	-3.2
Total All Crashes	43,942	42,382	-3.6
Persons Killed	238	233	-2.1
Persons Injured	15,796	14,687	-7.0

MORE MICHIGAN CRASH FACTS

CRASH FACTS	2000	2001	% Change
Licensed Drivers	7,040,412	7,090,899	0.7
Registered Vehicles in Michigan	8,569,124	8,603,195	0.4
Michigan Population	9,938,444	9,990,817	0.5
Drivers Involved in Crashes	735,664	687,836	-6.5
Vehicles Involved in Crashes	736,219	689,122	-6.4
Injured Occupants Involved in Crashes	935,411	849,316	-9.2
Estimated MV Mileage Traveled (thousands)	94,915,070	96,428,062	1.6
Death Rate Per 100 Million Vehicle Miles	1.5	1.4	-6.7
Fatal Crash Rate Per 100 Million Veh Miles	1.3	1.3	0.0

Vehicle mileage increased 1.6 percent and the death rate per 100 million vehicle miles decreased to 1.4.



2001 COST OF CRASHES IN MICHIGAN

The cost estimate for Michigan crashes in 2001 is **\$9,421,709,300**. This estimate is based on the National Safety Council's cost estimating procedures. Average comprehensive costs are based on the following figures:

Comprehensive Costs, 2001	
Death	\$3,340,000
Incapacitating injury	\$165,000
Nonincapacitating evident injury	\$42,500
Possible injury	\$20,200
No injury	\$1,900

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
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	121	154	153	128	144	131	111	1,417
1983	113	94	83	91	91	127	121	117	131	153	115	95	1,331
1984	93	84	104	94	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
1998	116	71	97	91	113	120	133	116	123	126	117	144	1,367
1999	76	84	92	98	125	116	128	160	128	129	130	120	1,386
2000	121	83	70	107	114	136	135	133	135	124	118	106	1,382
2001	79	99	102	83	106	113	143	131	143	120	109	100	1,328

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
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
1998	1,367	131,578	403,766	91,616.0	8,227,016	1.5
1999	1,386	124,601	415,675	93,060.3	8,407,868	1.5
2000	1,382	121,826	424,852	94,915.1	8,569,124	1.5
2001	1,328	112,294	400,813	96,428.1	8,603,195	1.4

* Excludes trailers and trailer coaches