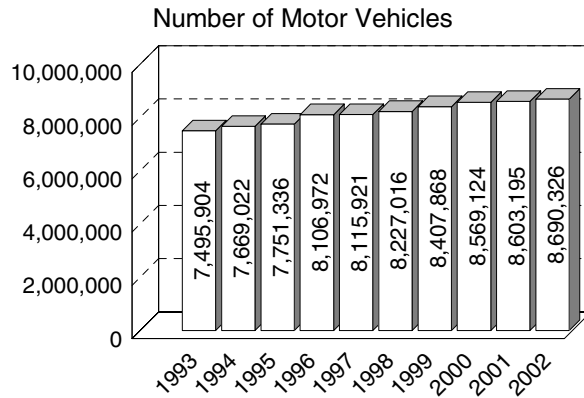


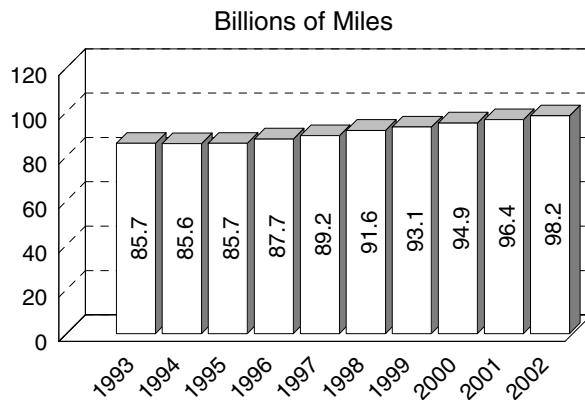
10 YEAR

VEHICLE REGISTRATIONS



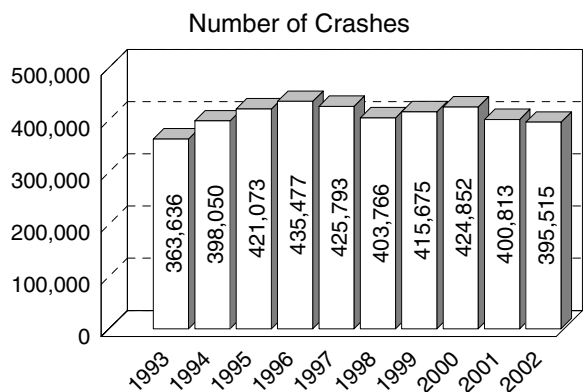
Vehicle registrations have been increasing steadily since 1993, reaching 8,690,326 in 2002.

VEHICLE MILES TRAVELED



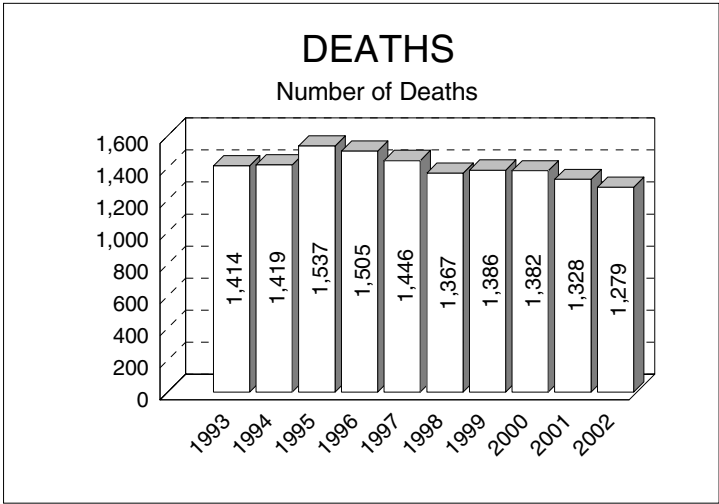
Vehicle miles of travel have increased 14.6 percent since 1993, reaching 98.2 billion miles in 2002.

CRASHES

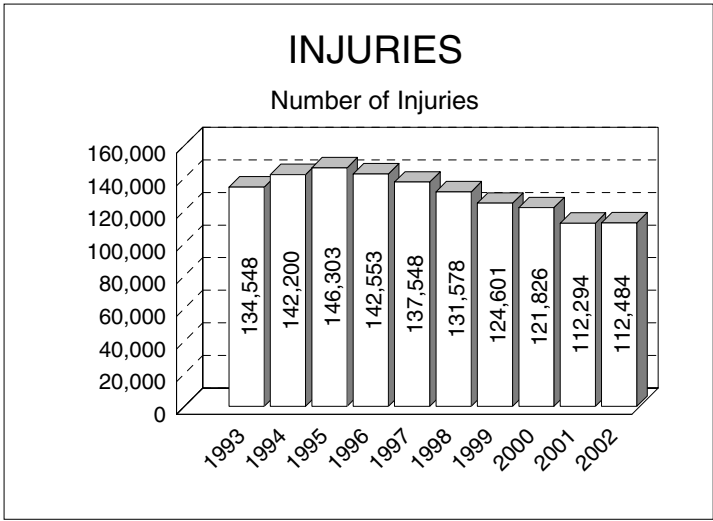


There were 395,515 total crashes statewide in 2002, an 8.8 percent increase from 1993.

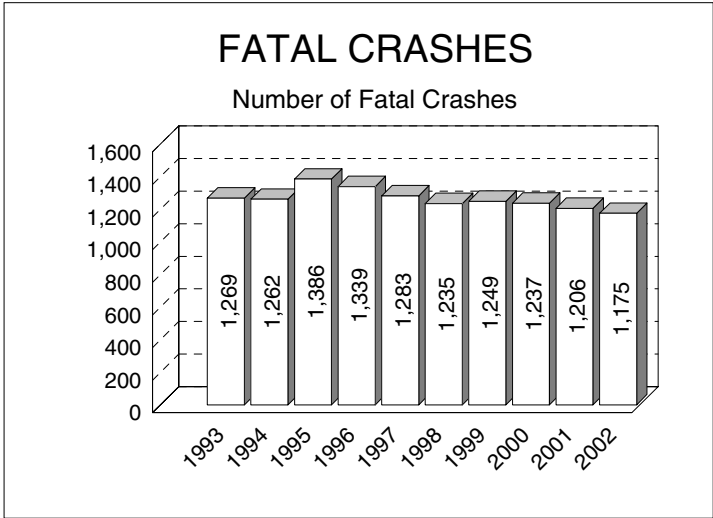
10 YEAR TRENDS (continued)



In 2002, 1,279 people died in motor vehicle crashes, a decrease of 9.5 percent from 1993.



112,484 people received nonfatal injuries in Michigan motor vehicle crashes in 2002, down 23.1 percent from the ten-year high of 146,303 in 1995.

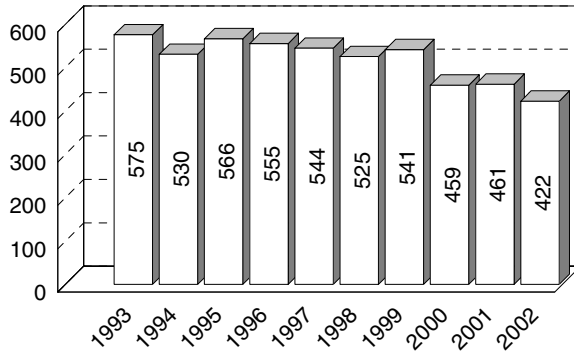


In 2002, there were 1,175 fatal crashes, down 15.2 percent from the high of 1,386 in 1995.

10 YEAR

HBD FATALITIES

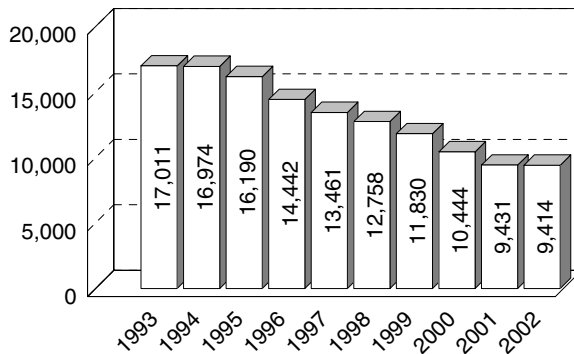
Number of HBD Fatalities



Deaths in alcohol-related crashes have decreased over the last ten years. There were 422 had been drinking (HBD) fatalities in 2002.

HBD INJURIES

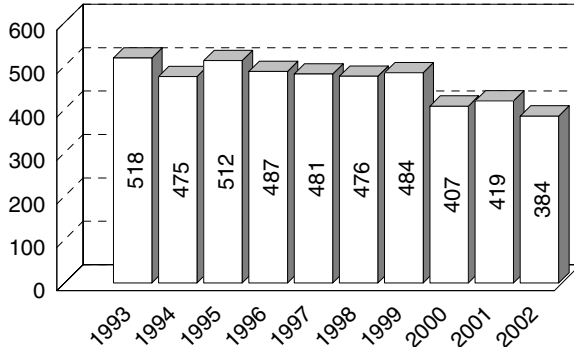
Number of HBD Injuries



Mirroring the trend in deaths, HBD injuries have decreased over the last ten years. There were 9,414 injuries in 2002.

HBD FATAL CRASHES

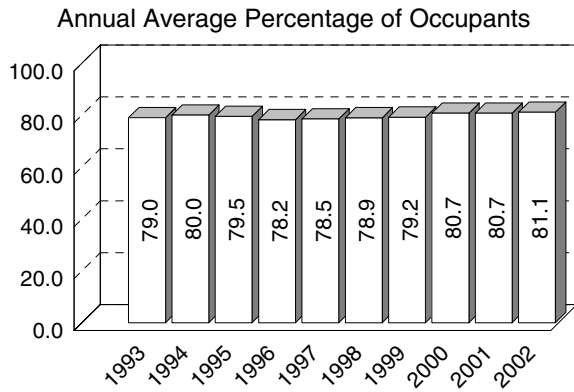
Number of HBD Fatal Crashes



Alcohol involvement in fatal crashes has also decreased over the ten-year period. In 2002, there were 384 HBD fatal crashes.

Note: The 2002 information provided for alcohol contains data for alcohol-related crashes only. This figure DOES NOT include the combined number for alcohol- and drug-related crashes as had been reported prior to 2000.

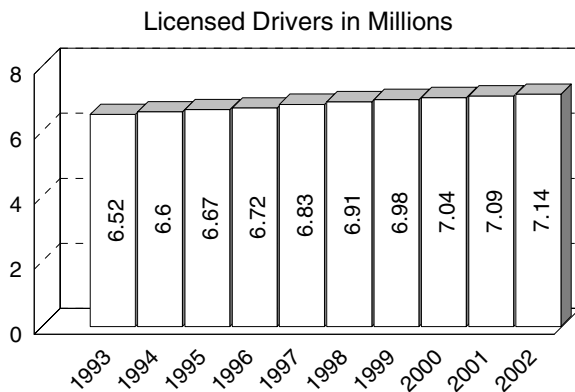
RESTRAINT USAGE



10 YEAR TRENDS (continued)

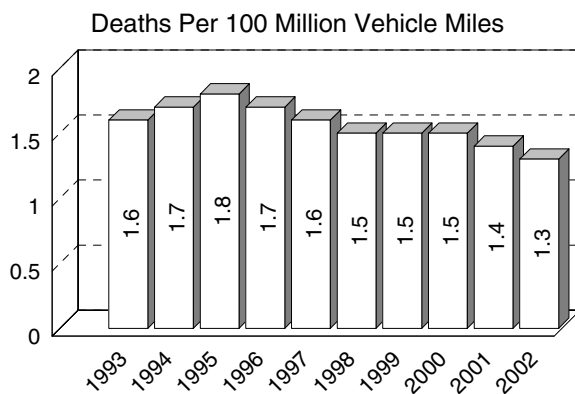
The percentage of motor vehicle occupants using restraints as reported by police in traffic crashes increased dramatically following implementation of Michigan's safety belt use law in July 1985. The ten-year average percentage is 79.6.

DRIVERS IN MICHIGAN



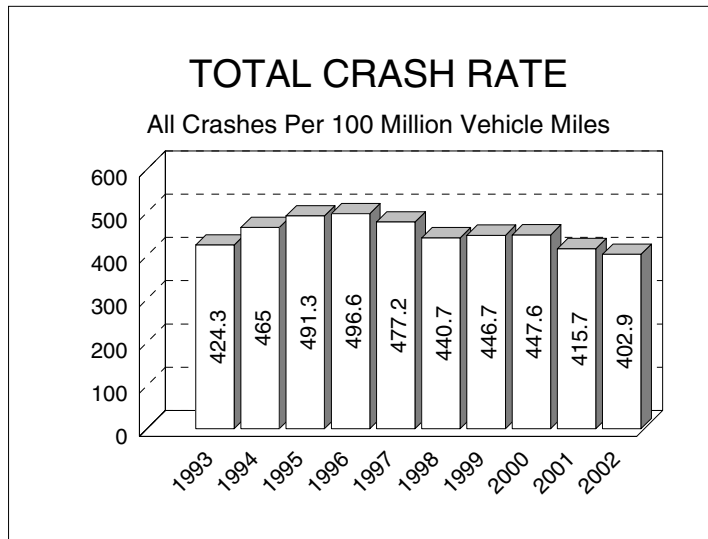
There were 7,141,883 licensed drivers on Michigan roadways in 2002.

MILEAGE DEATH RATE

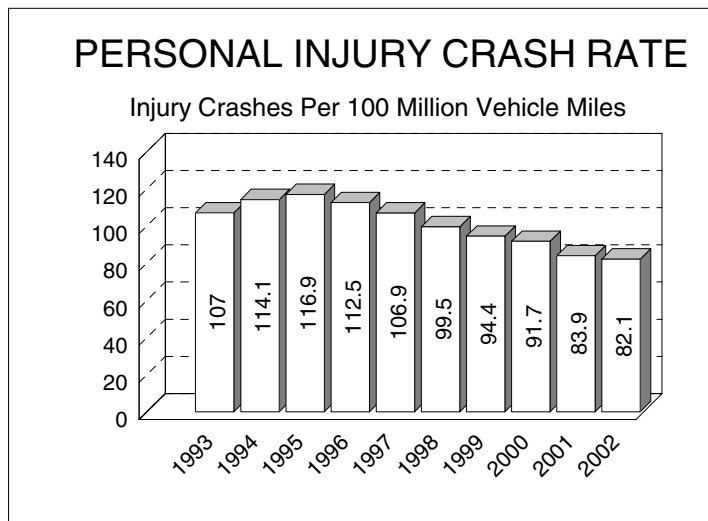


The 1.3 death rate in 2002 is an 18.8 percent decrease from 1993, and a 27.8 percent decrease from the ten-year high of 1.8 in 1995.

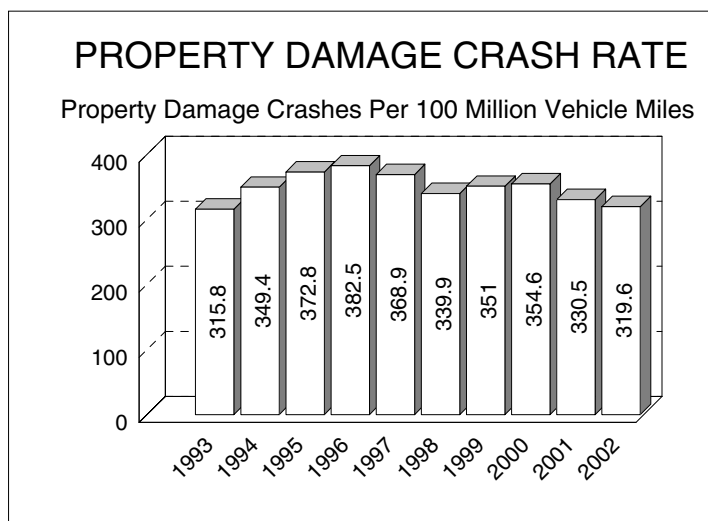
10 YEAR



The total crash rate peaked in 1996 at 496.6, then decreased by 18.9 percent to 402.9 in 2002.



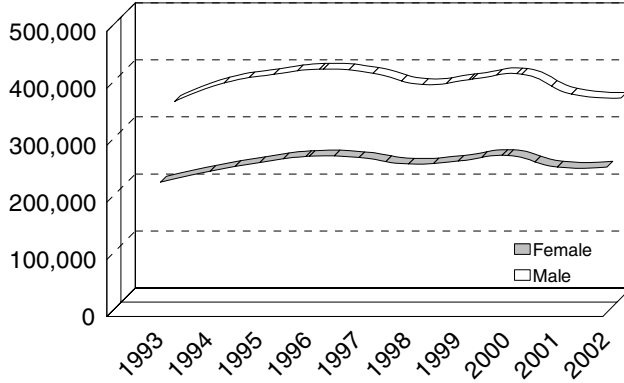
The personal injury crash rate has been steadily decreasing since 1995. The 82.1 personal injury crash rate in 2002 is a 2.1 percent decrease from 2001, and a 23.3 percent decrease from 1993.



The 319.6 property damage crash rate in 2002 is a 3.3 percent decrease from 2001, and a 1.2 percent increase from 1993.

MALE vs. FEMALE DRIVERS

Number in All Crashes

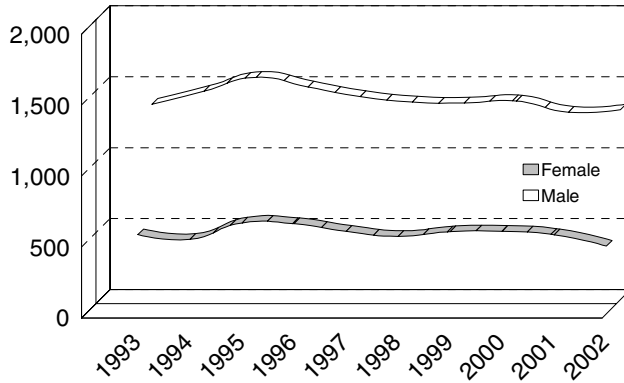


10 YEAR TRENDS (continued)



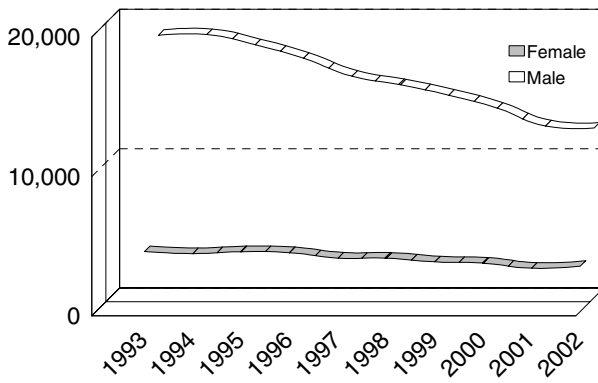
MALE vs. FEMALE DRIVERS

Number in Fatal Crashes



MALE vs. FEMALE DRINKING DRIVERS

Number in All Crashes



DRIVERS IN ALL CRASHES		
	Male	Female
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
2001	357,684	254,636
2002	350,528	254,561

Note: 10.7 percent of all drivers (72,438) were coded as unknown gender in 2002.

Males drivers have always accounted for the majority of all drivers.

DRIVERS IN FATAL CRASHES		
	Male	Female
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
2001	1,320	556
2002	1,337	476

Male drivers make up 70.1 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
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
2001	12,331	3,112
2002	12,173	3,257

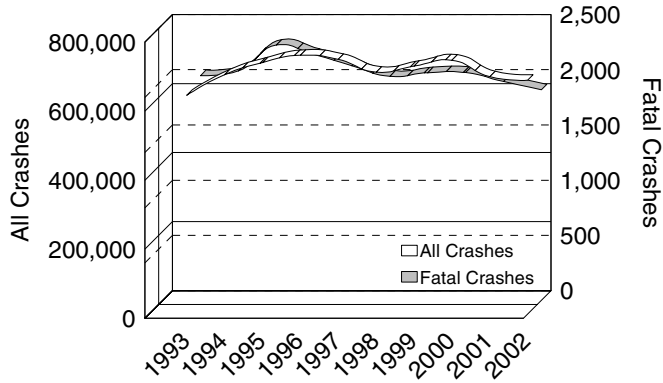
Note: 2.3 percent of all drinking drivers (361) were coded as unknown gender in 2002.

Note: The 2002 information provided for alcohol contains data for alcohol-related crashes only. This figure DOES NOT include the combined number for alcohol- and drug-related crashes as had been reported prior to 2000.

Males drivers have always accounted for the majority of all drinking drivers.

ALL DRIVERS

Number in All and Fatal Crashes

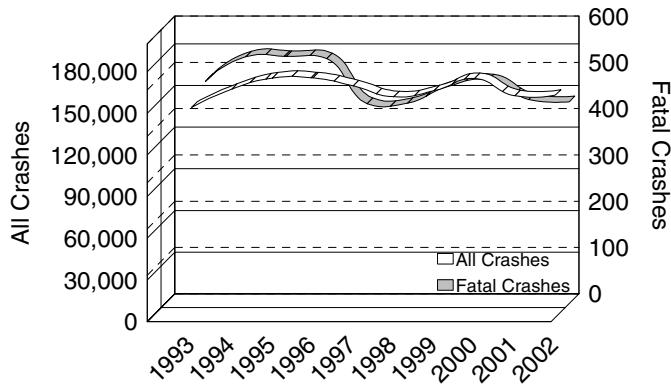


10 YEAR TRENDS (continued)



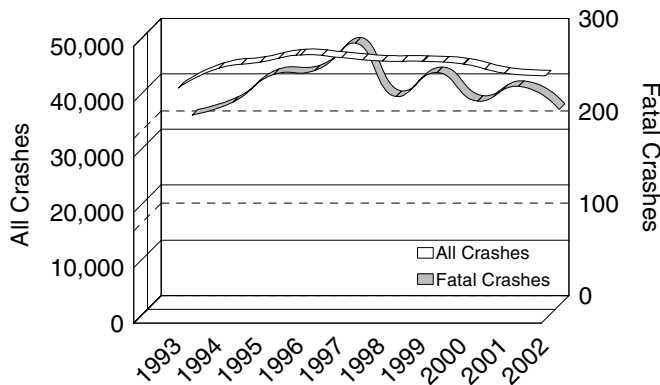
TEEN/YOUNG ADULT DRIVERS

Age 16-24: Number in All and Fatal Crashes



ELDERLY DRIVERS

Age 65-101: Number in All and Fatal Crashes



10 YEAR

ALL DRIVERS		
	All Crashes	Fatal Crashes
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
2001	687,836	1,981
2002	677,527	1,907

Driver involvement in all crashes increased 6.9 percent over the ten-year period.

Driver involvement in fatal crashes decreased 6.3 percent over the ten-year period.

TEEN/YOUNG ADULT DRIVERS		
	All Crashes	Fatal Crashes
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
2001	159,597	441
2002	160,003	436

Teen/young adult drivers (age 16-24) represent 14.9 percent of the licensed drivers in 2002.

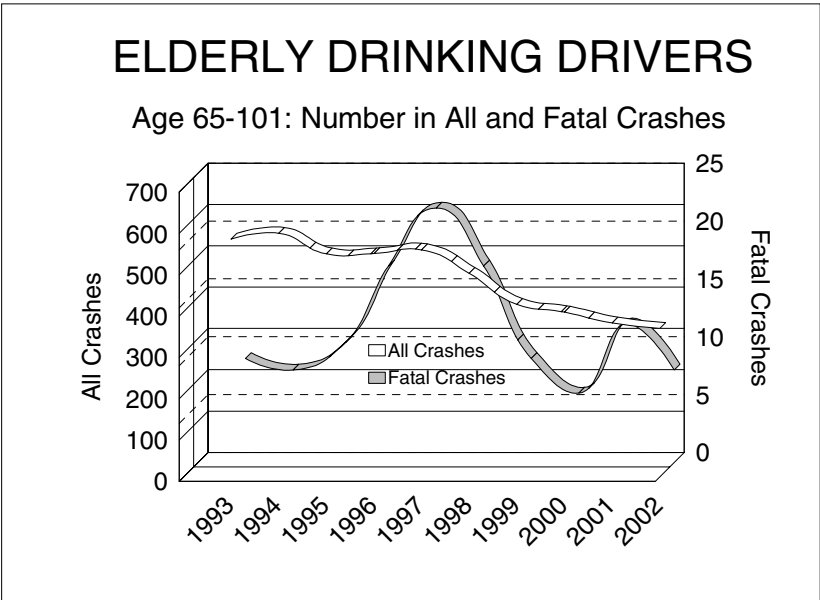
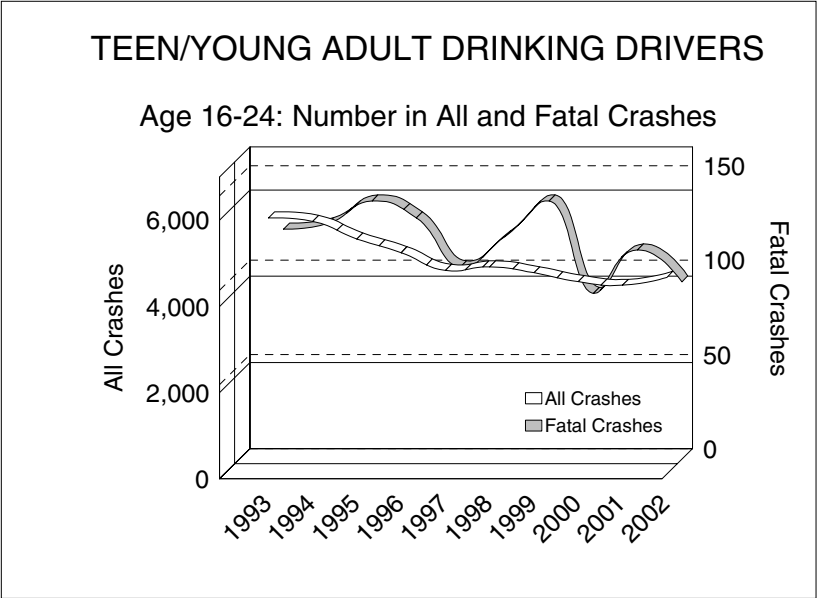
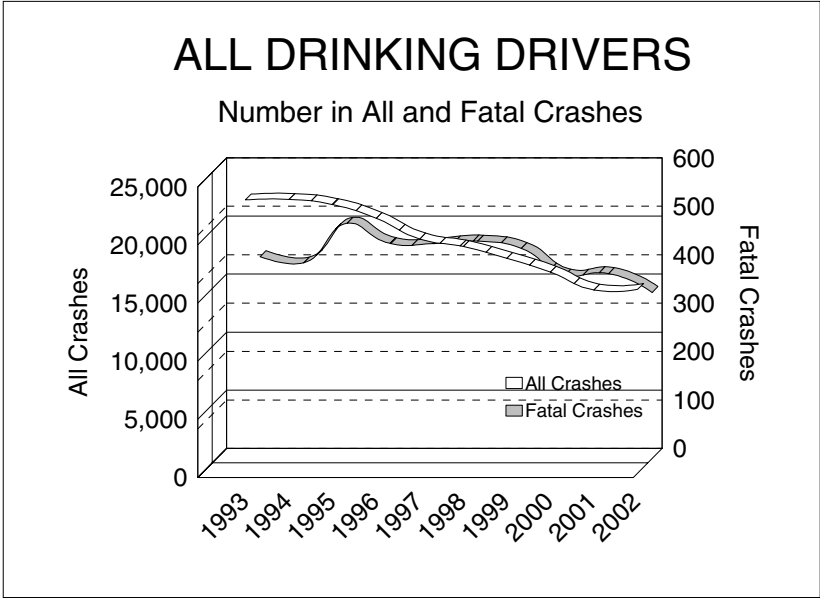
The number of teen/young adult drivers in all crashes has increased by 5.8 percent since 1993. Their involvement in fatal crashes decreased 9.2 percent during the same time period.

ELDERLY DRIVERS		
	All Crashes	Fatal Crashes
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
2001	44,393	237
2002	43,923	212

Elderly drivers (age 65-102) represent 14.3 percent of the licensed drivers in 2002.

The number of drivers age 65 and older in all crashes has increased 5.2 percent since 1993. Their involvement in fatal crashes increased 2.9 percent during the same time period.

10 YEAR TRENDS (continued)



10 YEAR

DRINKING DRIVERS		
	All Crashes	Fatal Crashes
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
2001	15,760	382
2002	15,791	343

Drinking driver involvement in all crashes decreased by 32.8 percent from 1993. Drinking driver involvement in fatal crashes decreased by 17.7 percent from 1993.

TEEN/YOUNG ADULT DRINKING DRIVERS		
	All Crashes	Fatal Crashes
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
2001	4,386	111
2002	4,571	94

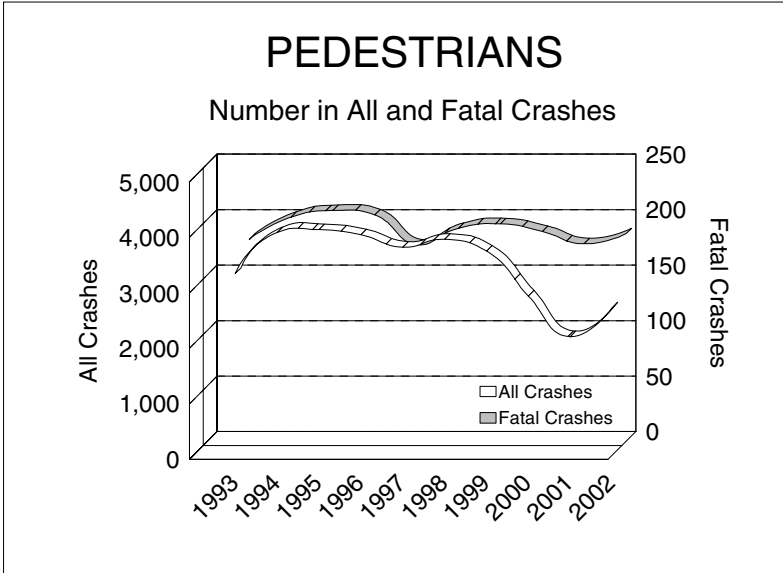
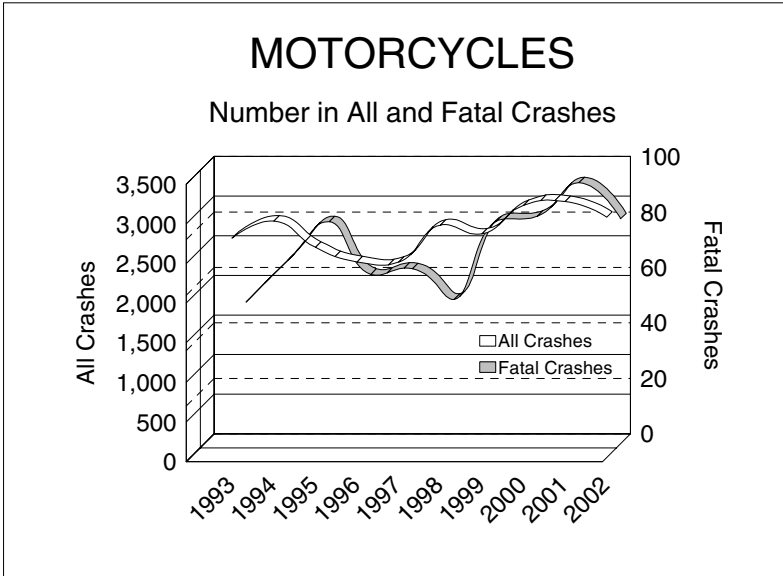
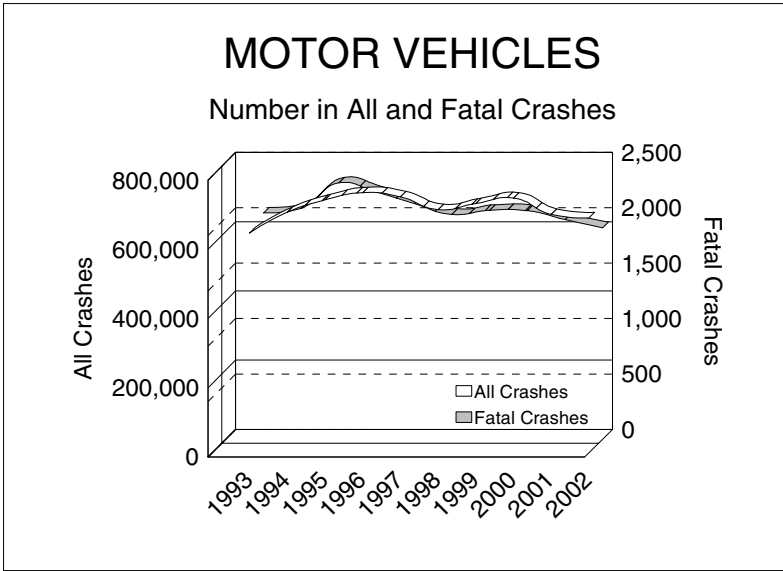
Following the trend for all drinking drivers, the number of teen/young adult drinking drivers in all crashes decreased by 23.1 percent, and their involvement in fatal crashes decreased by 23.0 percent from 1993.

ELDERLY DRINKING DRIVERS		
	All Crashes	Fatal Crashes
1993	576	9
1994	590	8
1995	540	10
1996	541	17
1997	550	22
1998	493	17
1999	418	9
2000	399	6
2001	373	12
2002	360	8

The number of elderly drinking drivers in all crashes continues to decrease, reaching a ten-year low of 360 in 2002. Their involvement in fatal crashes has fluctuated over the ten-year period with a high of 22 in 1997.

Note: The 2002 information provided for alcohol contains data for alcohol-related crashes only. This figure DOES NOT include the combined number for alcohol- and drug-related crashes as had been reported prior to 2000.

10 YEAR TRENDS (continued)



10 YEAR

MOTOR VEHICLES		
	All Crashes	Fatal Crashes
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
2001	689,122	1,981
2002	678,990	1,908

There were 1,908 motor vehicles involved in fatal crashes in 2002, down 6.6 percent from 1993.

MOTORCYCLES		
	All Crashes	Fatal Crashes
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
2001	3,228	94
2002	3,030	81

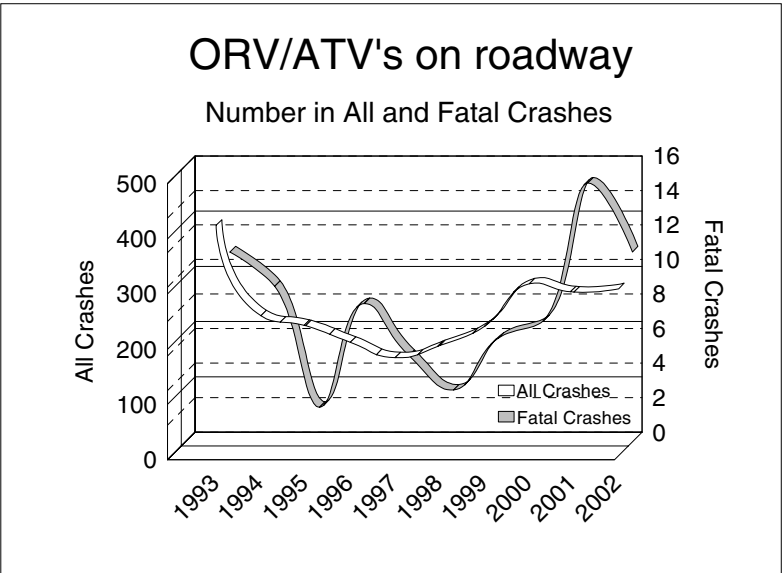
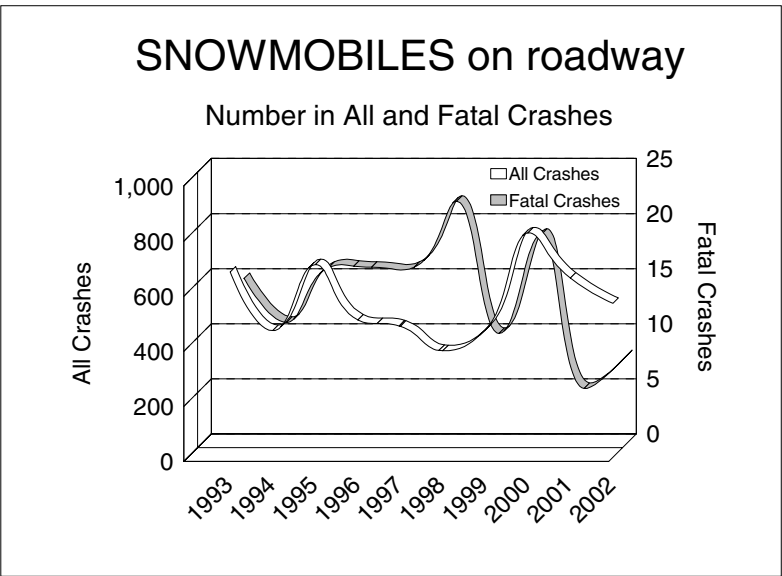
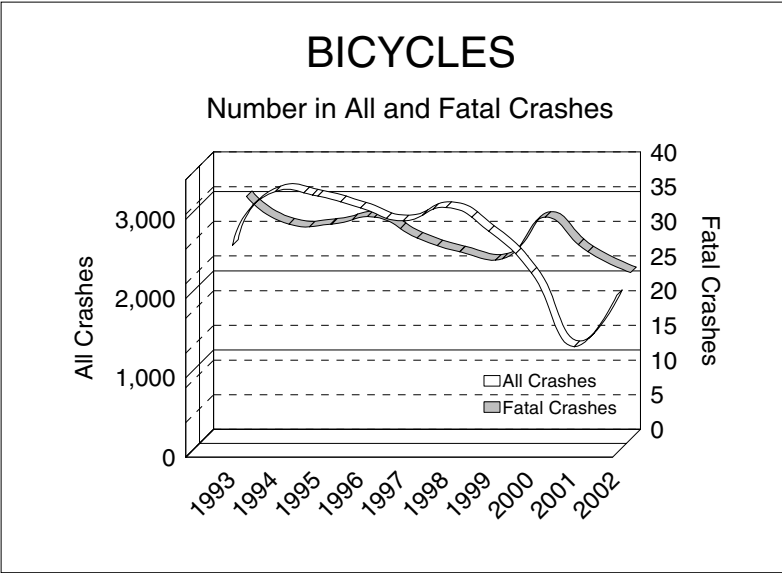
The number of motorcycles involved in fatal crashes has fluctuated over the ten-year period with a high of 94 in 2001.

PEDESTRIANS		
	All Crashes	Fatal Crashes
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
2001	2,135	178
2002	2,660	187

Due to data processing errors ~800 pedestrians and ~700 bicyclists are incorrectly identified as drivers. Comparison to prior years of pedestrian and bicyclist data must take this into account.

The number of pedestrians involved in fatal crashes has fluctuated over the ten-year period with a high of 208 in 1995.

10 YEAR TRENDS (continued)



10 YEAR

BICYCLES		
	All Crashes	Fatal Crashes
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
2001	1,342	27
2002	1,988	24

Due to data processing errors ~800 pedestrians and ~700 bicyclists are incorrectly identified as drivers. Comparison to prior years of pedestrian and bicyclist data must take this into account.

There were 24 bicycles involved in fatal crashes in 2002, down 31.4 percent from 1993.

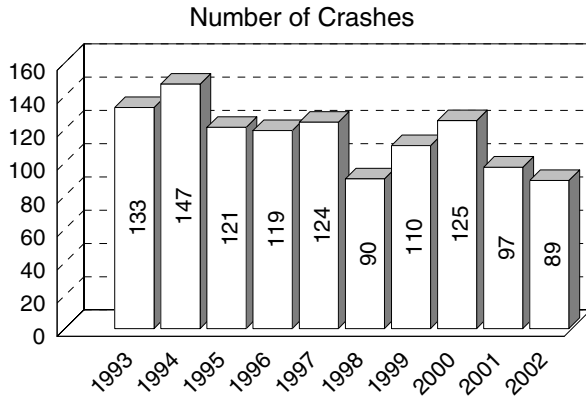
SNOWMOBILES on Michigan roadways		
	All Crashes	Fatal Crashes
1993	673	15
1994	460	11
1995	700	16
1996	499	16
1997	476	16
1998	387	22
1999	463	10
2000	815	19
2001	651	5
2002	559	8

There were 8 snowmobiles involved in fatal crashes on Michigan public roadways in 2002, up slightly from the ten-year low of 5 in 2001.

ORV/ATV's on Michigan roadways		
	All Crashes	Fatal Crashes
1993	417	11
1994	253	9
1995	235	2
1996	205	8
1997	177	5
1998	199	3
1999	234	6
2000	311	7
2001	296	15
2002	302	11

There were 11 ORV/ATV's involved in fatal crashes on Michigan public roadways in 2002, the same number that occurred in 1993.

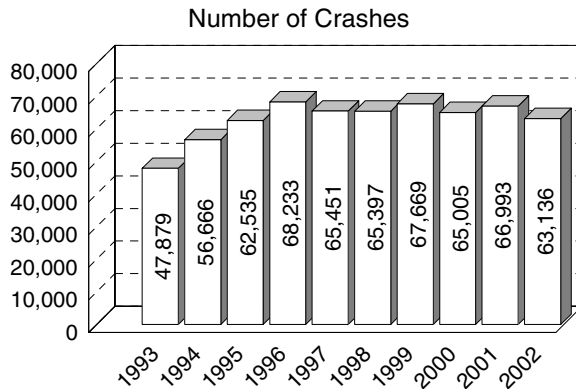
VEHICLE-TRAIN CRASHES



10 YEAR TRENDS (continued)

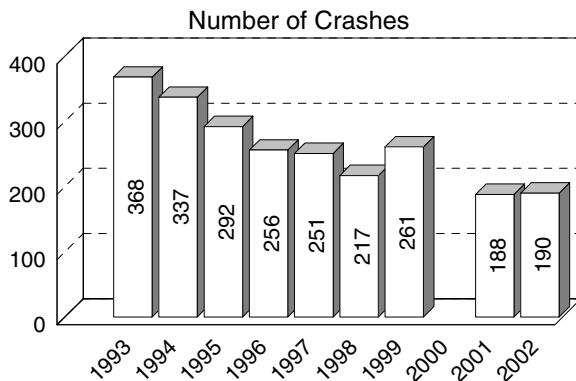
89 vehicle-train crashes occurred in 2002, a decrease of 33.1 percent in the ten-year period.

VEHICLE-DEER CRASHES



There has been a 31.9 percent rise from 47,879 vehicle-deer crashes in 1993 to 63,136 in 2002.

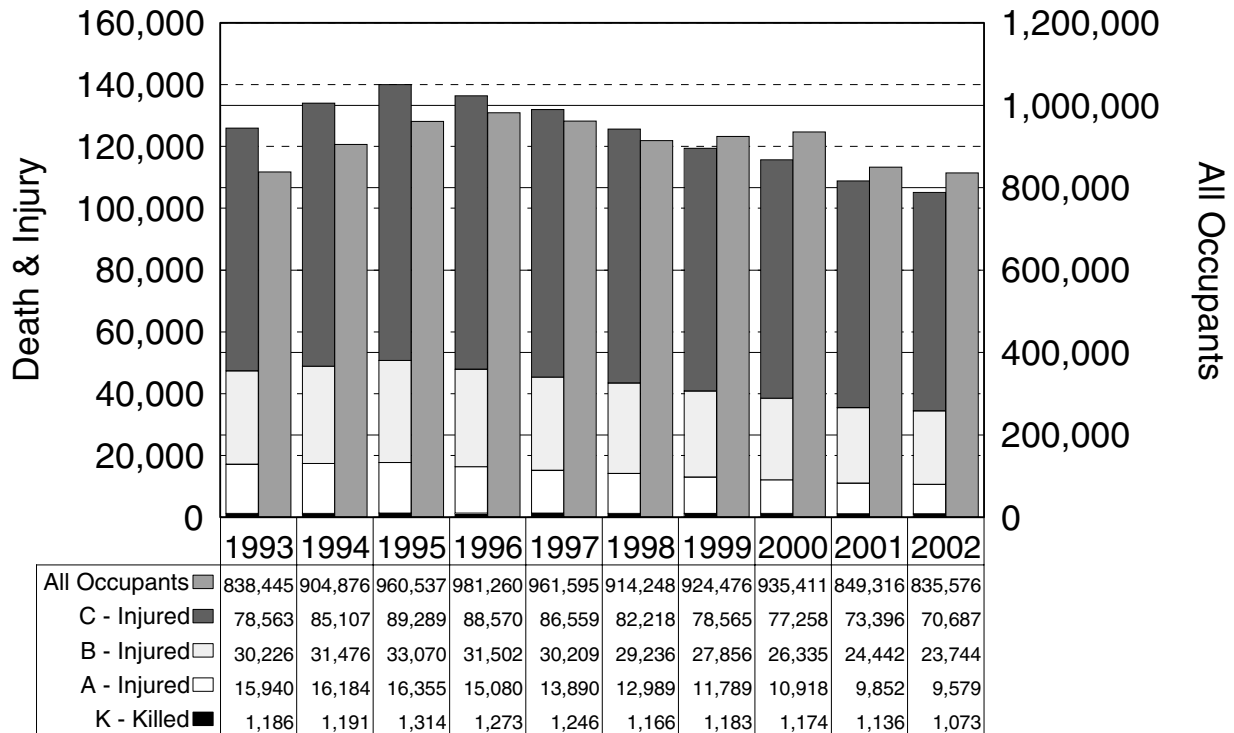
FARM EQUIPMENT CRASHES



Data not available for calendar year 2000 farm equipment crashes. Please refer to that year's book for details.

The 190 farm equipment crashes in 2002 marks a 48.4 percent decrease from the ten-year high of 368 farm equipment crashes in 1993.

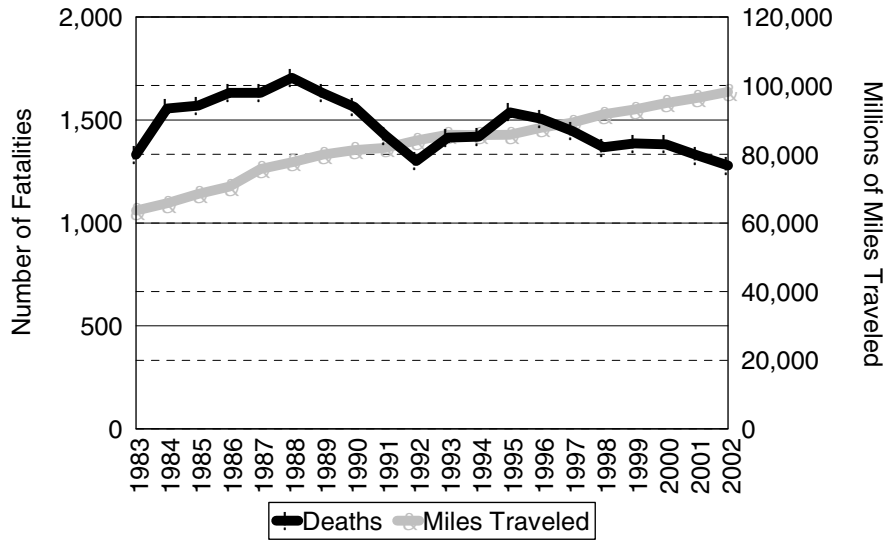
DEATH AND INJURY PER CRASH-INVOLVED OCCUPANT



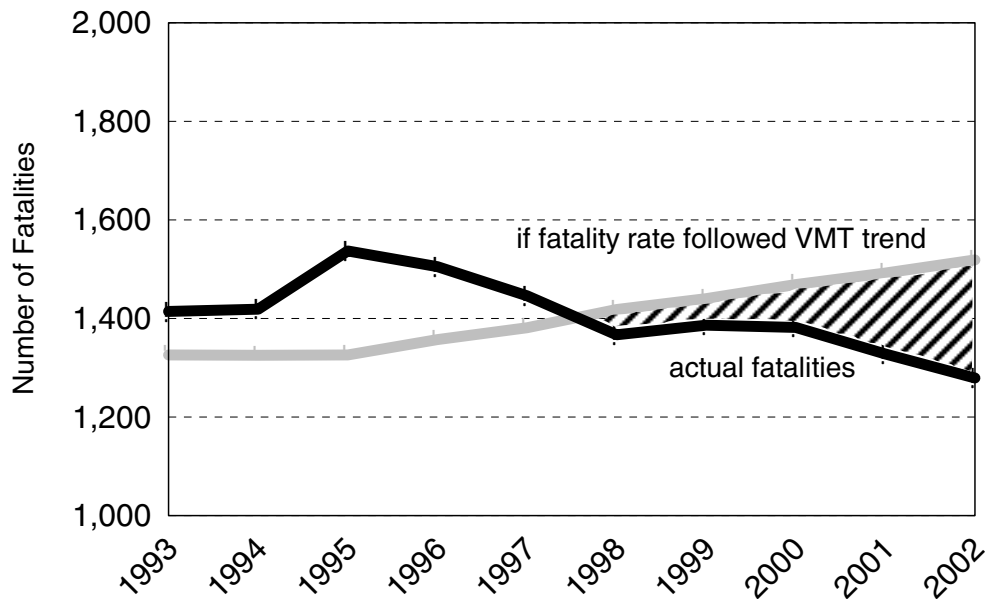
The proportion of death and injury to crash-involved occupants has decreased over the last ten years. In 2002, 1,073 occupants of motor vehicles were fatally injured, 9,579 suffered an A (incapacitating) injury, 23,744 sustained a B (nonincapacitating) injury, and 70,687 sustained a C (possible) injury.

10 YEAR

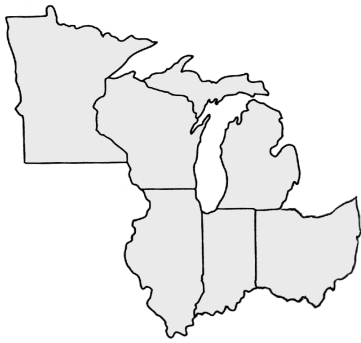
FATALITIES AND VMT TRENDS



10 Year Highlight



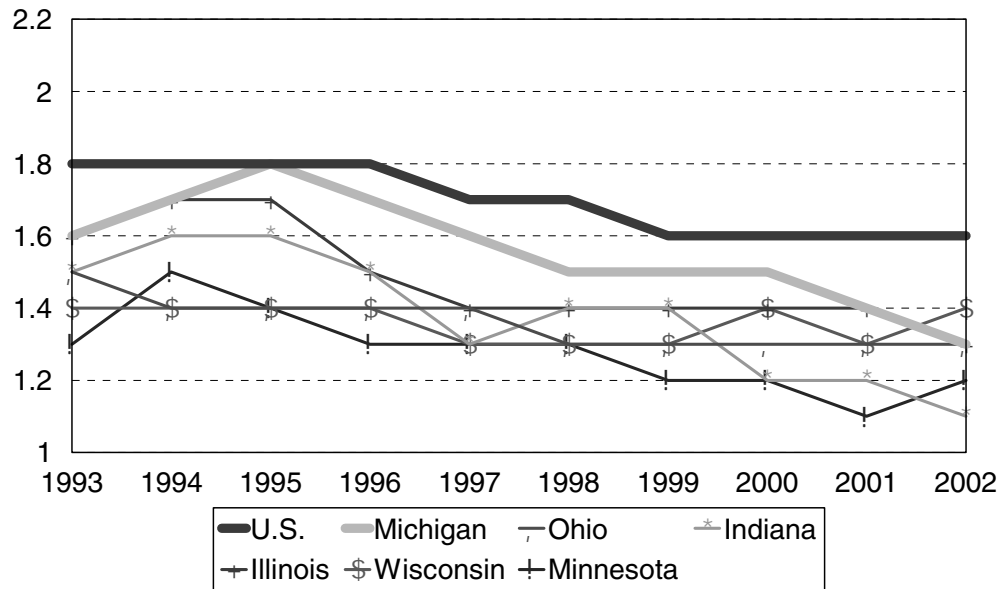
In the 1980s, the number of fatalities had been steadily increasing, following the VMT trend. A reversal in the fatality rate began in 1989, with actual fatalities remaining near or below the VMT trend. A projection of losses that would have been incurred if the fatality rate had continued to follow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



10 YEAR

MILEAGE DEATH RATES 1993 - 2002

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
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	1.7	1.5	1.3	1.4	1.4	1.3	1.3
1999	1.6	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
2001	1.6	1.4	1.3	1.2	1.4	1.3	1.1
2002	1.6	1.3	1.3	1.1	*1.3	1.4	1.2

* Provisional mileage death rate

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
1993	41,893	1,414	1,484	901	1,392	703	538
1994	42,524	1,419	1,368	974	1,554	706	644
1995	43,363	1,537	1,357	960	1,586	739	597
1996	43,649	1,505	1,395	982	1,477	759	576
1997	43,458	1,446	1,439	936	1,393	721	600
1998	43,501	1,367	1,423	978	1,393	709	650
1999	42,401	1,386	1,430	1,017	1,456	744	626
2000	43,354	1,382	1,361	875	1,418	801	625
2001	43,700	1,328	1,379	895	1,414	764	568
2002	44,000	1,279	1,417	792	*1,420	805	657

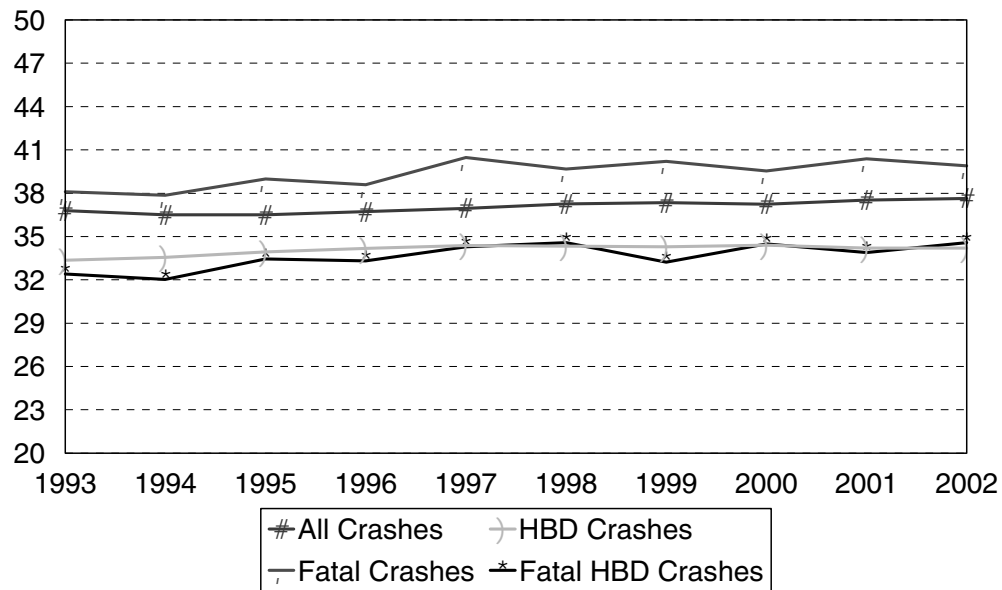
* Provisional fatalities

The National Safety Council estimates a national increase in traffic fatalities of 0.7 percent between 2001 (43,700) and 2002 (44,000).

Year	U.S. VMT	Michigan VMT	Ohio VMT	Indiana VMT	Illinois VMT	Wisconsin VMT	Minnesota VMT
1993	2,297	85.7	97.5	60.5	89.8	48.8	42.3
1994	2,360	85.6	99.0	62.1	92.1	50.3	43.4
1995	2,423	85.7	99.7	62.0	94.3	51.4	44.1
1996	2,486	87.7	102.8	66.0	96.9	52.6	45.2
1997	2,562	89.2	104.8	70.4	98.7	53.7	46.9
1998	2,632	91.6	106.0	70.7	100.9	56.0	48.5
1999	2,691	93.1	106.4	71.5	101.8	57.0	50.7
2000	2,747	94.9	106.5	72.3	102.9	57.3	52.4
2001	2,782	96.4	107.0	74.1	103.1	57.3	53.2
2002	2,829	98.2	107.9	74.6	*106.2	58.7	54.4

* Projected VMT
VMT described in billions of miles

AVERAGE AGE OF DRIVERS IN CRASHES 1993 - 2002



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.