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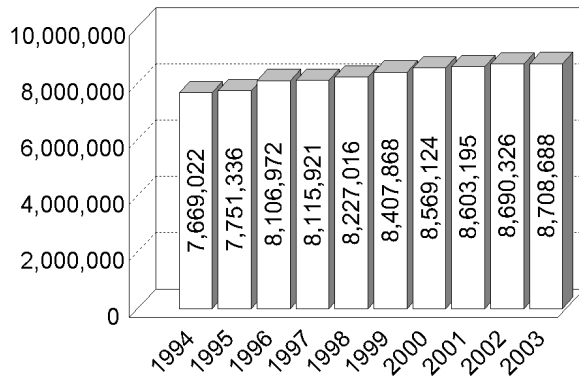
**Historical  
Information**  
10-, 5-, and 1-year



# 10 YEAR

## VEHICLE REGISTRATIONS

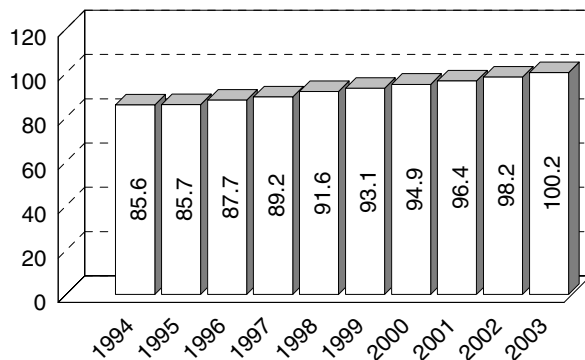
Number of Motor Vehicles



Vehicle registrations have been increasing steadily since 1994, reaching 8,708,688 in 2003.

## VEHICLE MILES TRAVELED

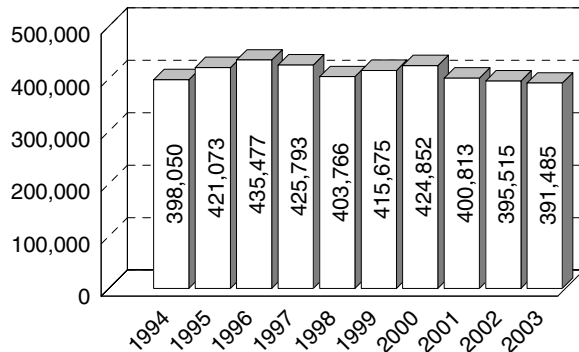
Billions of Miles



Vehicle miles traveled have increased 17.1 percent since 1994, reaching 100.2 billion miles in 2003.

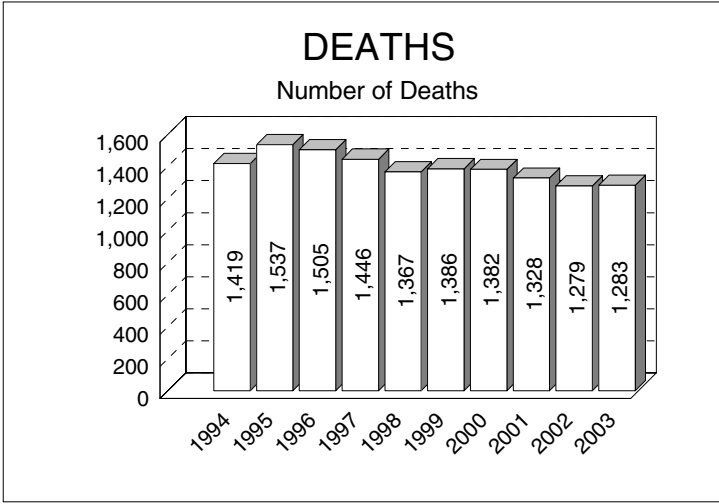
## CRASHES

Number of Crashes

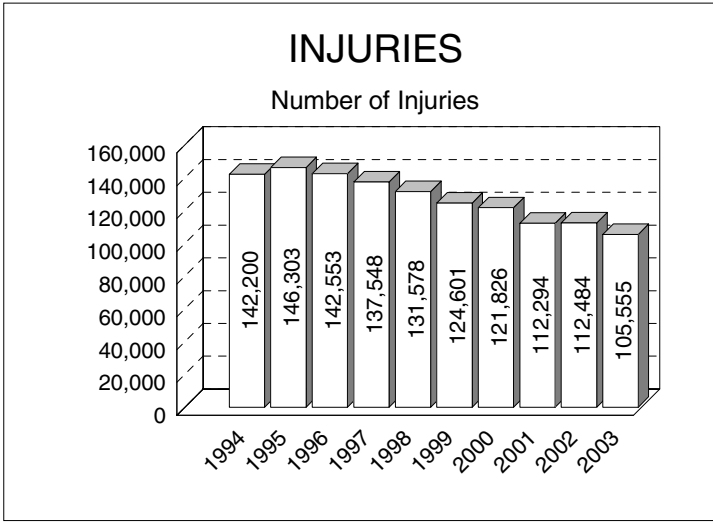


There were 391,485 total crashes statewide in 2003, a 1.6 percent decrease from 1994.

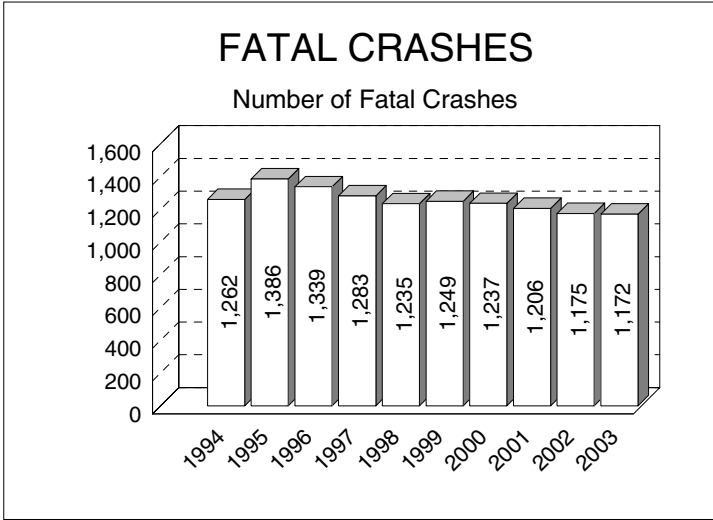
# 10 YEAR TRENDS (continued)



In 2003, 1,283 people died in motor vehicle crashes, a decrease of 9.6 percent from 1994.



105,555 people received nonfatal injuries in Michigan motor vehicle crashes in 2003, down 25.8 percent from 142,200 in 1994.

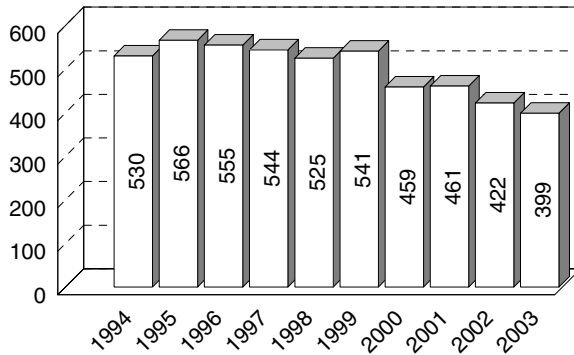


In 2003, there were 1,172 fatal crashes, down 7.1 percent from 1,262 in 1994.

# 10 YEAR

## HBD FATALITIES

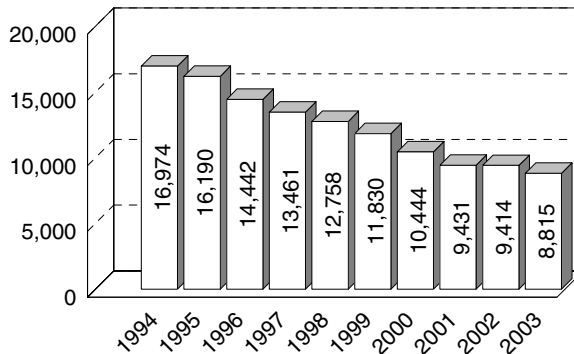
Number of HBD Fatalities



Deaths in alcohol-related crashes have decreased over the last ten years. There were 399 had been drinking (HBD) fatalities in 2003.

## HBD INJURIES

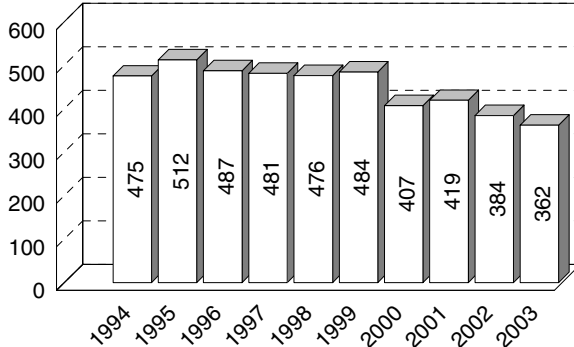
Number of HBD Injuries



Mirroring the trend in deaths, HBD injuries have decreased over the last ten years. There were 8,815 injuries in 2003.

## HBD FATAL CRASHES

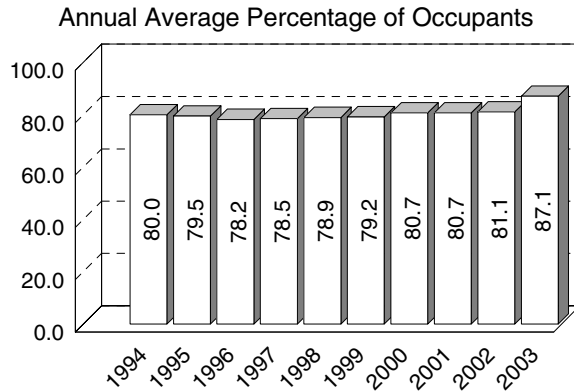
Number of HBD Fatal Crashes



Alcohol involvement in fatal crashes has also decreased over the ten-year period. In 2003, there were 362 HBD fatal crashes.

**Note:** The 2003 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.

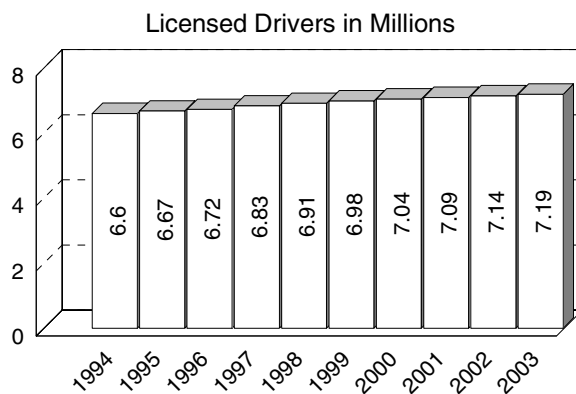
## RESTRAINT USAGE IN CRASHES



## 10 YEAR TRENDS (continued)

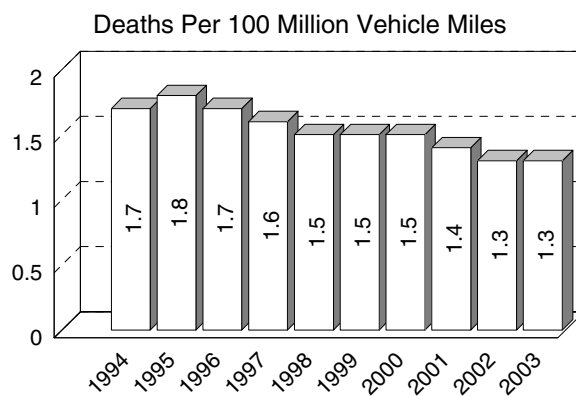
The percentage of motor vehicle occupants using restraints as reported by police in traffic crashes increased dramatically following implementation of Michigan's safety belt use law in July 1985. The ten-year average percentage is 80.4.

## DRIVERS IN MICHIGAN



There were 7,187,093 licensed drivers on Michigan roadways in 2003.

## MILEAGE DEATH RATE

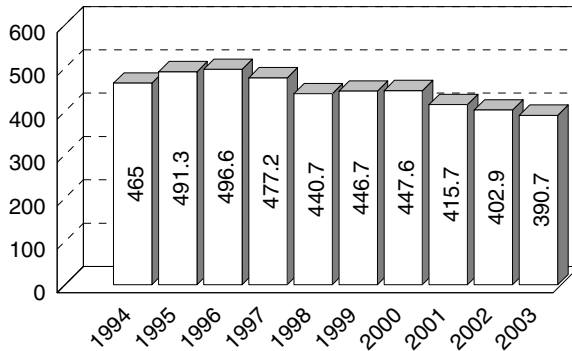


The 1.3 death rate in 2003 is a 23.5 percent decrease from 1994, and a 27.8 percent decrease from the ten-year high of 1.8 in 1995.

# 10 YEAR

## TOTAL CRASH RATE

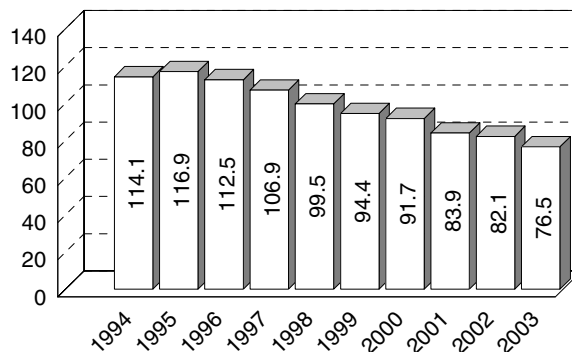
All Crashes Per 100 Million Vehicle Miles



The total crash rate peaked in 1996 at 496.6, then decreased by 21.3 percent to 390.7 in 2003.

## PERSONAL INJURY CRASH RATE

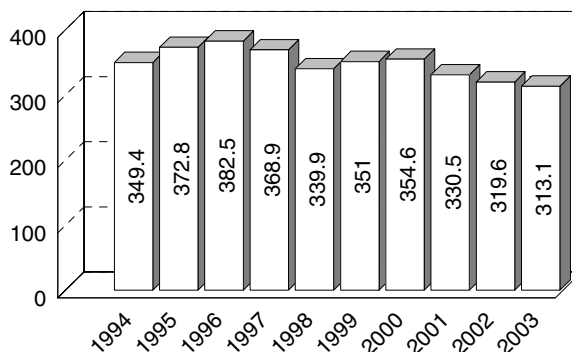
Injury Crashes Per 100 Million Vehicle Miles



The personal injury crash rate has been steadily decreasing since 1995. The 76.5 personal injury crash rate in 2003 is a 33.0 percent decrease from 1994.

## PROPERTY DAMAGE CRASH RATE

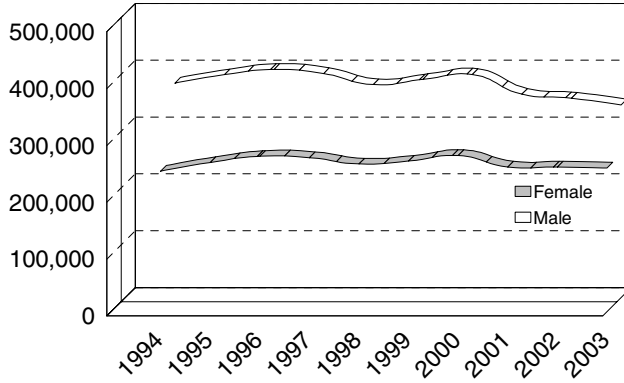
Property Damage Crashes Per 100 Million Vehicle Miles



The 313.1 property damage crash rate in 2003 is a 10.4 percent decrease from 1994.

## MALE vs. FEMALE DRIVERS

Number in All Crashes

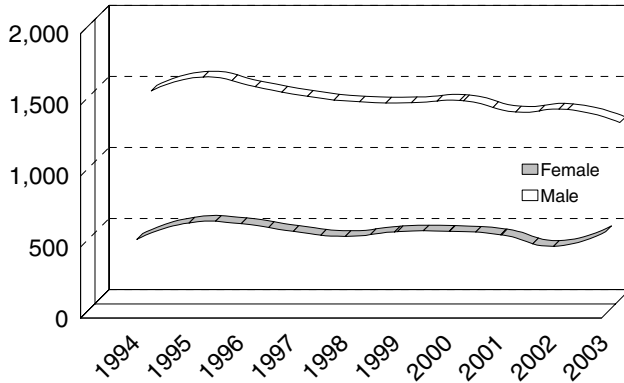


## 10 YEAR TRENDS (continued)



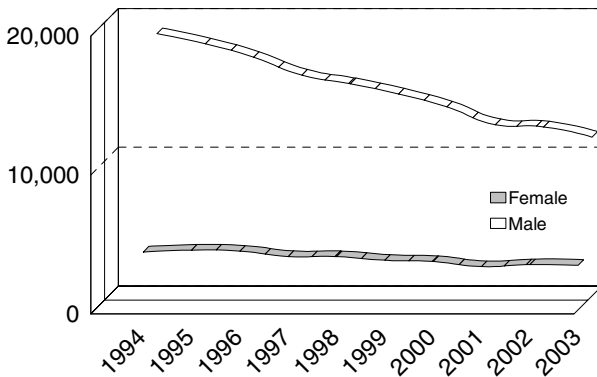
## MALE vs. FEMALE DRIVERS

Number in Fatal Crashes



## MALE vs. FEMALE DRINKING DRIVERS

Number in All Crashes



DRIVERS IN ALL CRASHES		
	Male	Female
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
2003	338,913	252,716

Male drivers account for 53.3 percent of all drivers in crashes in 2003.

**Note:** 6.8 percent of all drivers (43,467) were coded as unknown gender in 2003.

DRIVERS IN FATAL CRASHES		
	Male	Female
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
2003	1,245	578

Male drivers make up 65.8 percent of all drivers in fatal crashes in 2003.

**Note:** 3.6 percent of drivers (68) in fatal crashes were coded as unknown gender in 2003.

DRINKING DRIVERS IN ALL CRASHES		
	Male	Female
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
2003	11,436	3,203

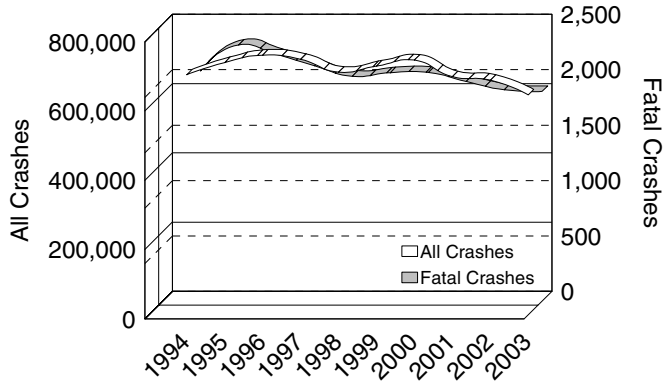
**Note:** The 2003 information provided for alcohol contains data for alcohol-related crashes only. This figure DOES NOT include the combined number for alcohol- and drug-related crashes as had been reported prior to 2000.

Male drivers have always accounted for the majority of drinking drivers in all crashes.

**Note:** 1.9 percent of all drinking drivers (283) were coded as unknown gender in 2003.

## ALL DRIVERS

Number in All and Fatal Crashes

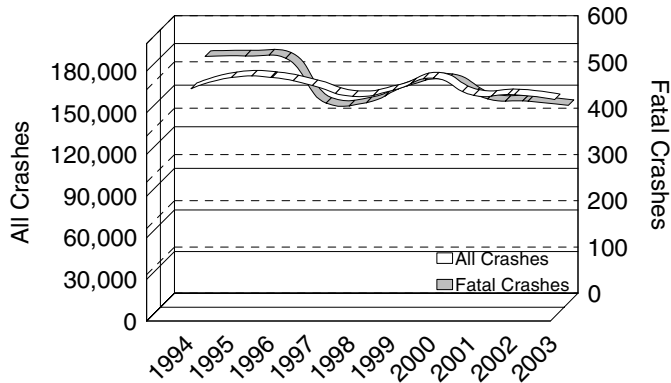


## 10 YEAR TRENDS (continued)



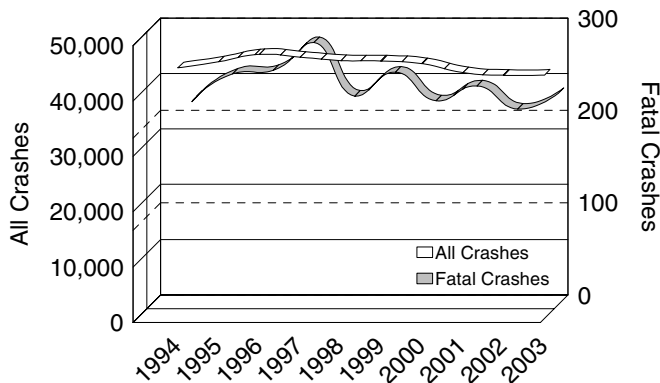
## TEEN/YOUNG ADULT DRIVERS

Age 16-24: Number in All and Fatal Crashes



## ELDERLY DRIVERS

Age 65-104: Number in All and Fatal Crashes



# 10 YEAR

ALL DRIVERS		
	All Crashes	Fatal Crashes
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
2003	635,096	1,891

Driver involvement in all crashes decreased 8.4 percent over the ten-year period.

Driver involvement in fatal crashes decreased 9.0 percent over the ten-year period.

TEEN/YOUNG ADULT DRIVERS		
	All Crashes	Fatal Crashes
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
2003	156,496	427

Teen/young adult drivers (age 16-24) represent 14.9 percent of the licensed drivers in 2003.

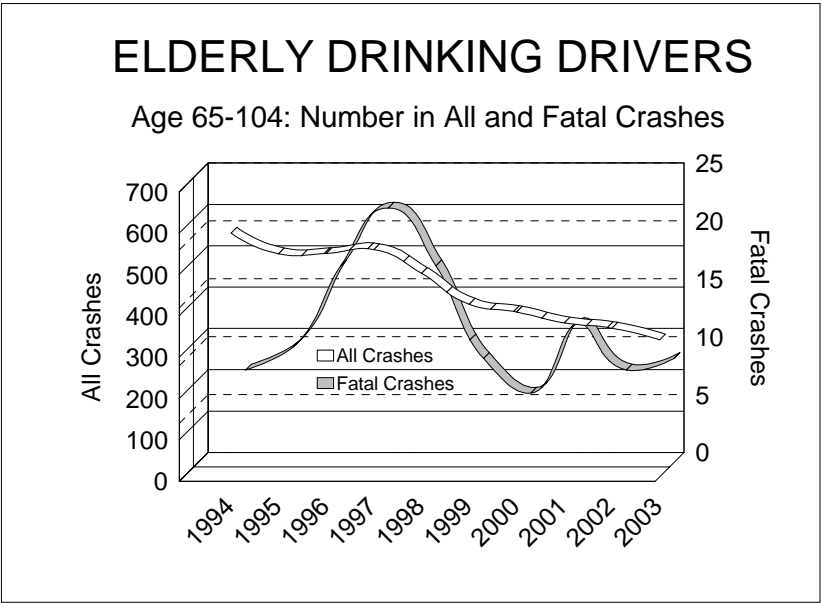
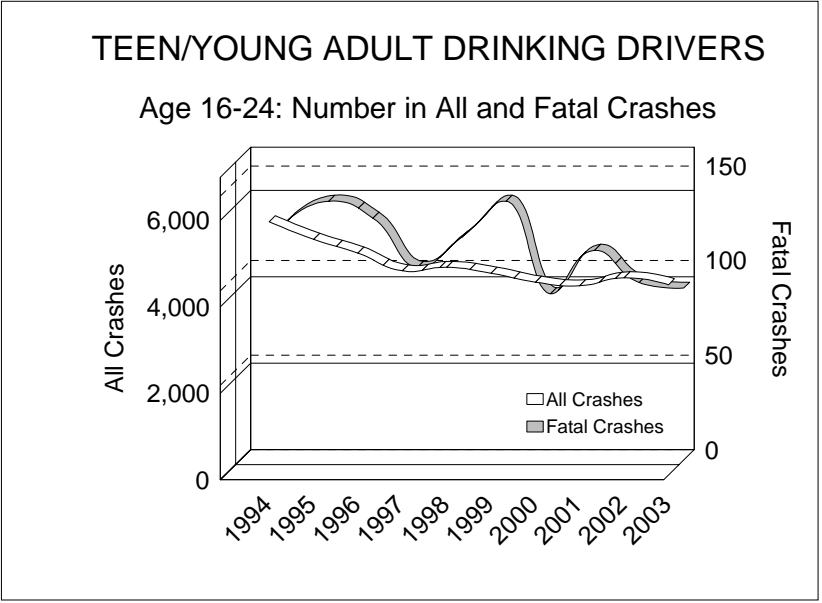
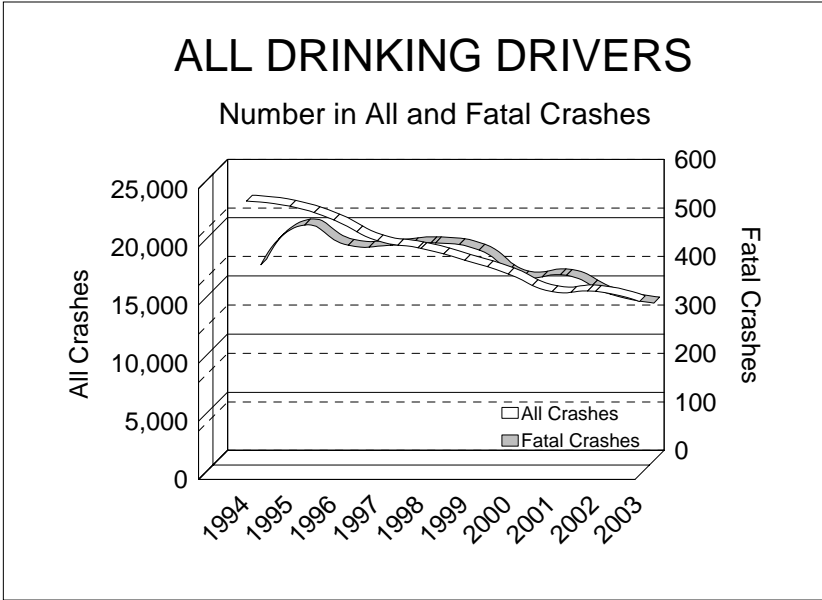
The number of teen/young adult drivers in all crashes has decreased by 4.8 percent since 1994. Their involvement in fatal crashes decreased 19.9 percent during the same time period.

ELDERLY DRIVERS		
	All Crashes	Fatal Crashes
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
2003	43,967	229

Elderly drivers (age 65-104) represent 14.4 percent of the licensed drivers in 2003.

The number of drivers age 65 and older in all crashes has decreased 2.9 percent since 1994. Their involvement in fatal crashes increased 4.1 percent during the same time period.

# 10 YEAR TRENDS (continued)



# 10 YEAR

DRINKING DRIVERS		
	All Crashes	Fatal Crashes
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
2003	14,922	325

Drinking driver involvement in all crashes decreased by 36.6 percent from 1994. Drinking driver involvement in fatal crashes decreased by 19.6 percent from 1994.

TEEN/YOUNG ADULT DRINKING DRIVERS		
	All Crashes	Fatal Crashes
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
2003	4,411	91

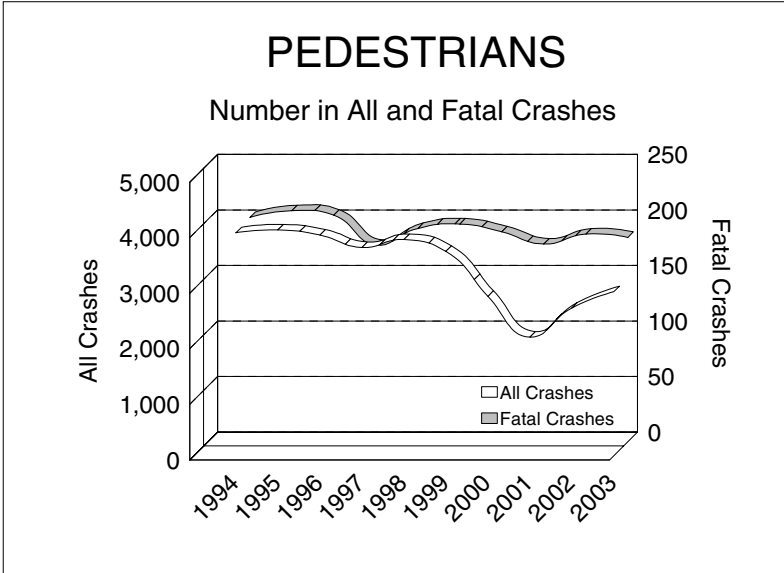
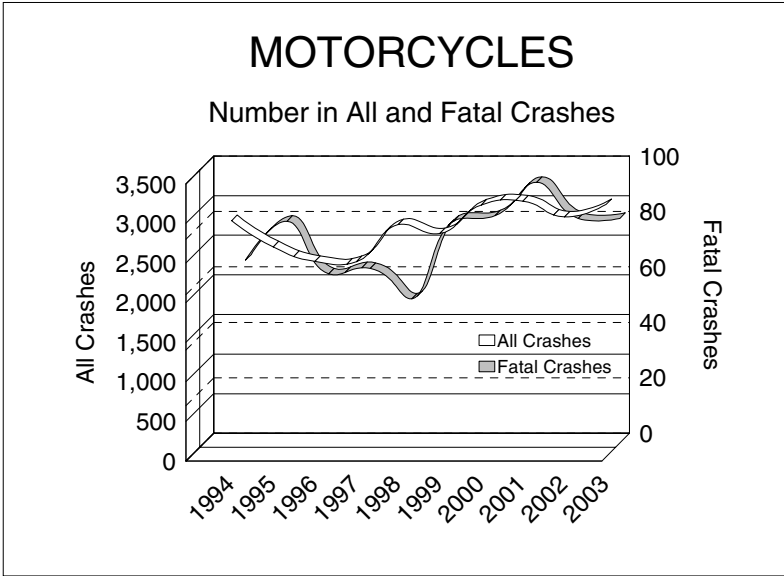
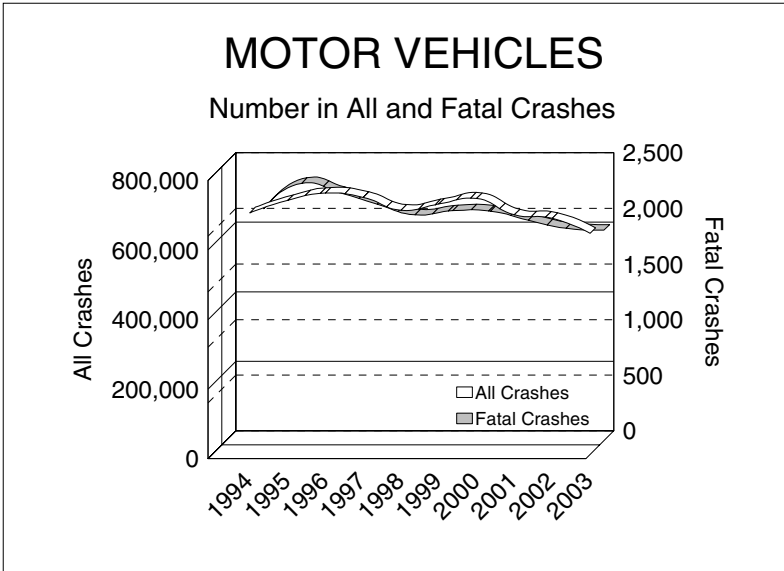
Following the trend for all drinking drivers, the number of teen/young adult drinking drivers in all crashes decreased by 24.8 percent, and their involvement in fatal crashes decreased by 27.2 percent from 1994.

ELDERLY DRINKING DRIVERS		
	All Crashes	Fatal Crashes
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
2003	332	9

The number of elderly drinking drivers in all crashes continues to decrease, reaching a ten-year low of 332 in 2003. Their involvement in fatal crashes has fluctuated over the ten-year period with a high of 22 in 1997.

**Note:** The 2003 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

<b>MOTOR VEHICLES</b>		
	All Crashes	Fatal Crashes
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
2003	635,767	1,892

There were 1,892 motor vehicles involved in fatal crashes in 2003, down 9.2 percent from 1994.

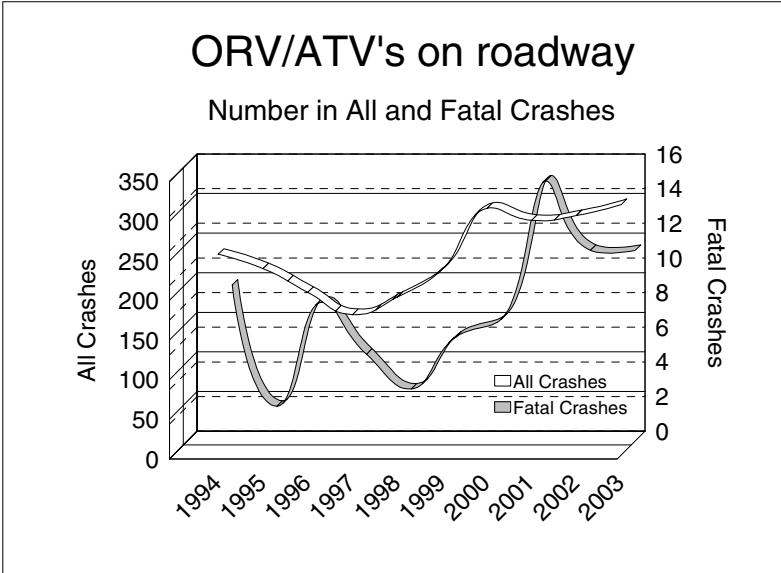
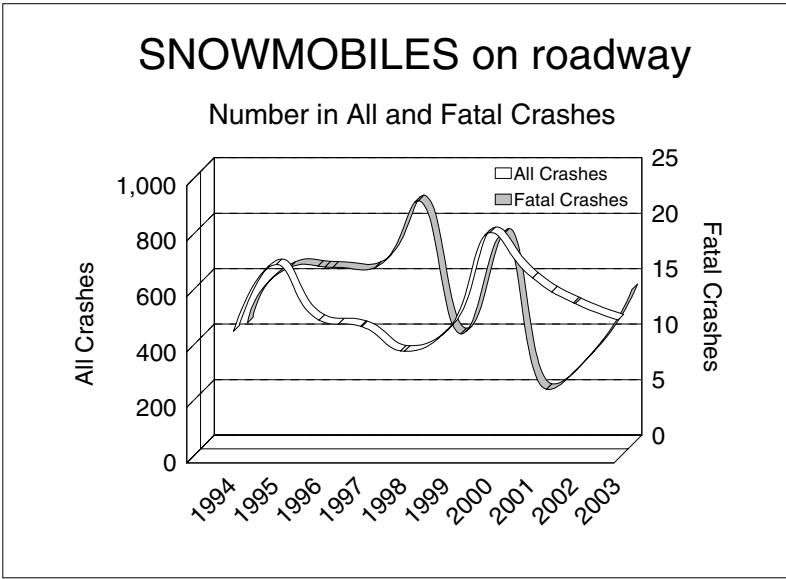
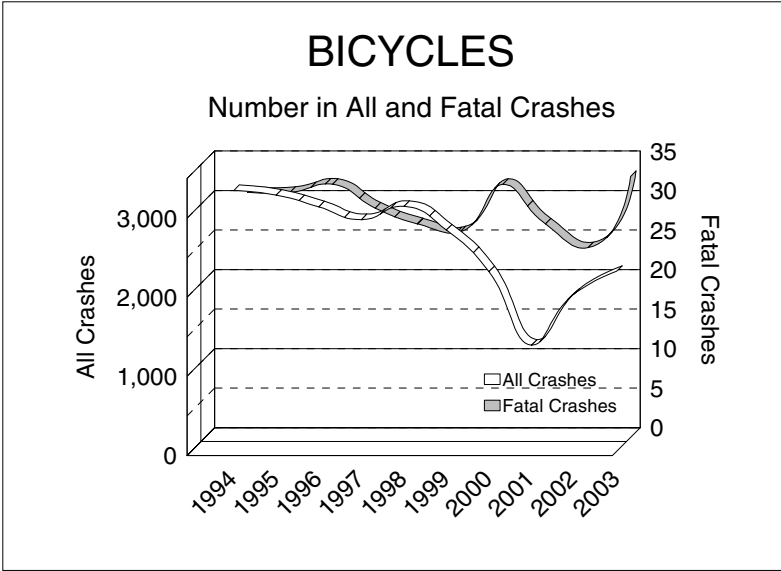
<b>MOTORCYCLES</b>		
	All Crashes	Fatal Crashes
1994	2,982	66
1995	2,651	80
1996	2,468	61
1997	2,465	63
1998	2,931	52
1999	2,820	80
2000	3,180	82
2001	3,228	94
2002	3,030	81
2003	3,187	81

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

<b>PEDESTRIANS</b>		
	All Crashes	Fatal Crashes
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
2003	2,953	184

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

<b>BICYCLES</b>		
	All Crashes	Fatal Crashes
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
2003	2,275	33

There were 33 bicycles involved in fatal crashes in 2003, up 6.5 percent from 1994.

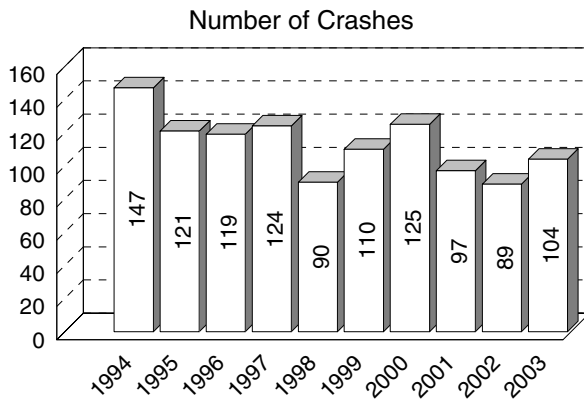
<b>SNOWMOBILES on Michigan roadways</b>		
	All Crashes	Fatal Crashes
1994	460	11
1995	700	16
1996	499	16
1997	476	16
1998	387	22
1999	463	10
2000	815	19
2001	651	5
2002	559	8
2003	500	14

There were 14 snowmobiles involved in fatal crashes on Michigan public roadways in 2003.

<b>ORV/ATV's on Michigan roadways</b>		
	All Crashes	Fatal Crashes
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
2003	316	11

There were 11 ORV/ATV's involved in fatal crashes on Michigan public roadways in 2003, the same number that occurred in 2002.

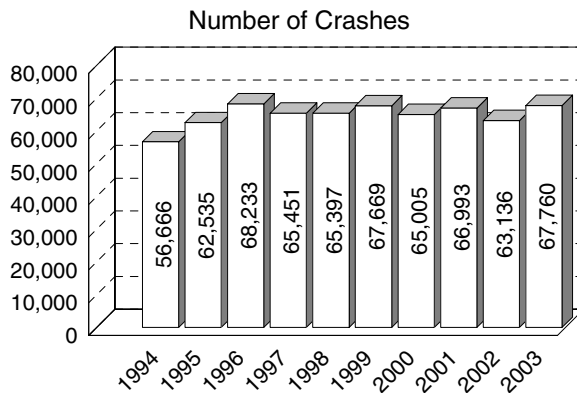
## VEHICLE-TRAIN CRASHES



## 10 YEAR TRENDS (continued)

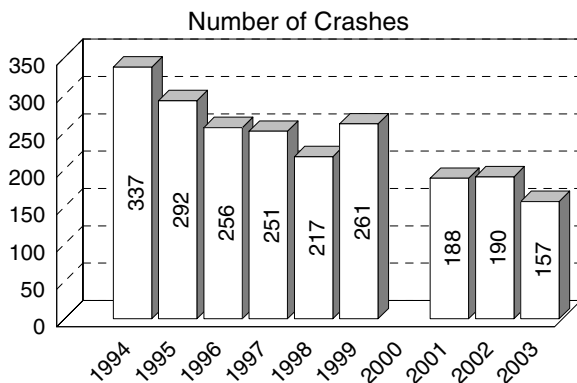
104 vehicle-train crashes occurred in 2003, a decrease of 29.3 percent in the ten-year period.

## VEHICLE-DEER CRASHES



There has been a 19.6 percent rise from 56,666 vehicle-deer crashes in 1994 to 67,760 in 2003.

## FARM EQUIPMENT CRASHES

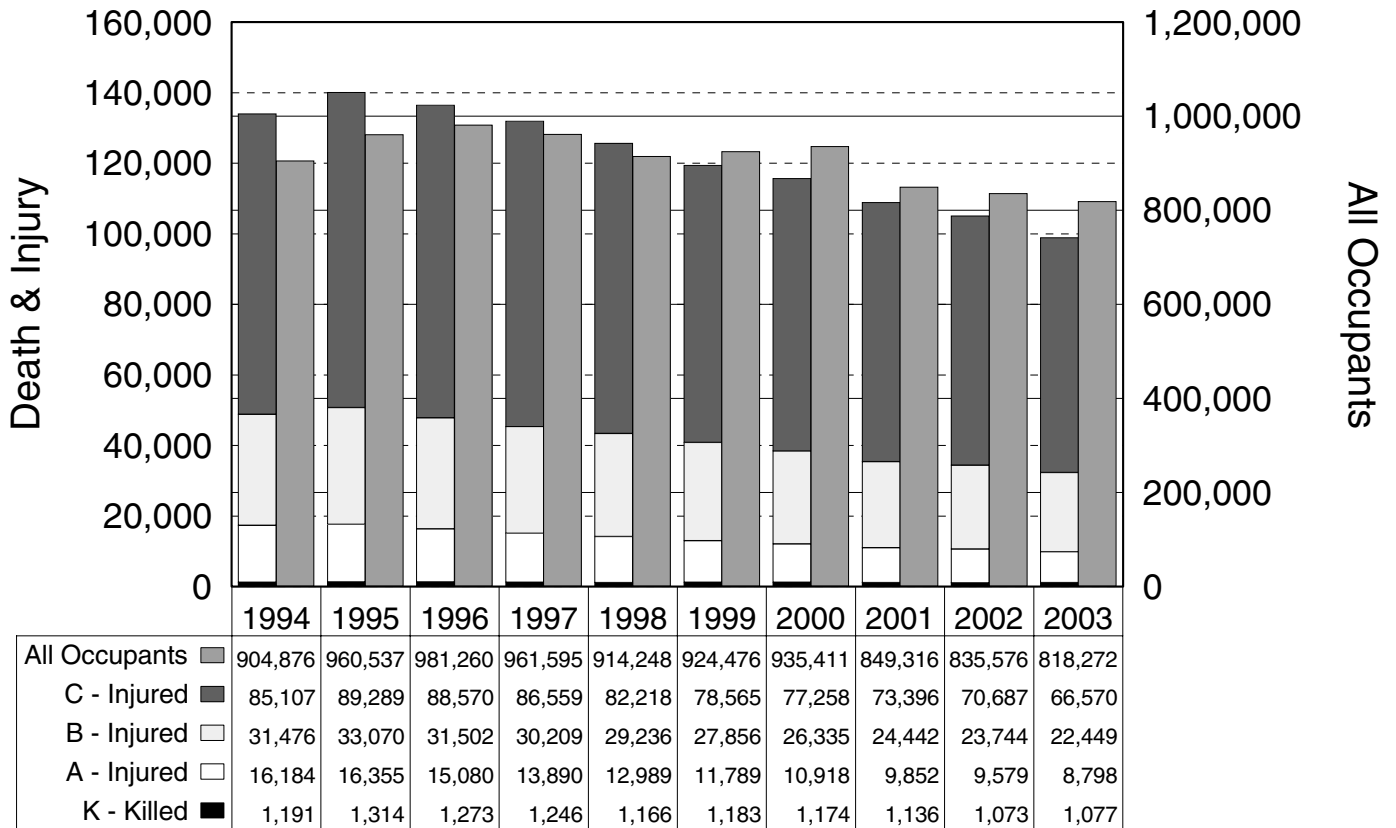


Data not available for calendar year 2000 farm equipment crashes. Please refer to that year's book for details.

The 157 farm equipment crashes in 2003 marks a 53.4 percent decrease from the ten-year high of 337 farm equipment crashes in 1994.

# 10 YEAR

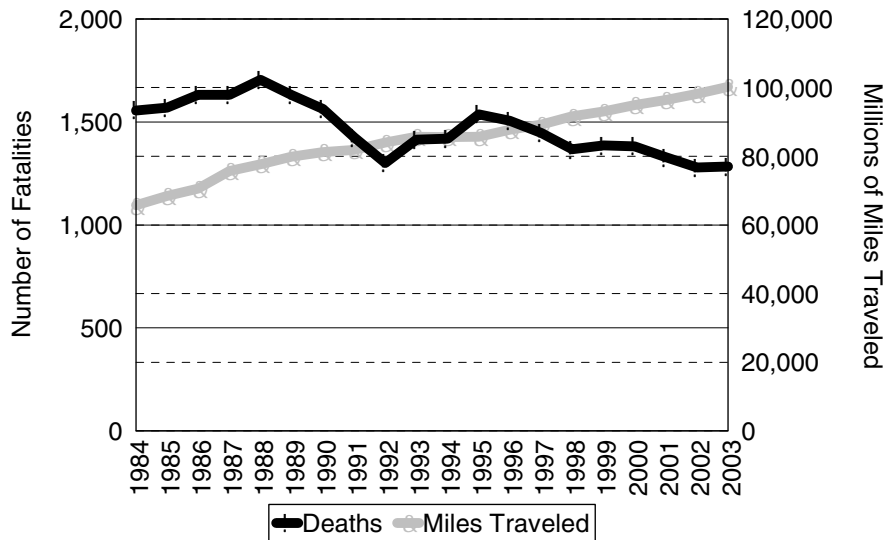
## DEATH AND INJURY PER CRASH-INVOLVED OCCUPANT



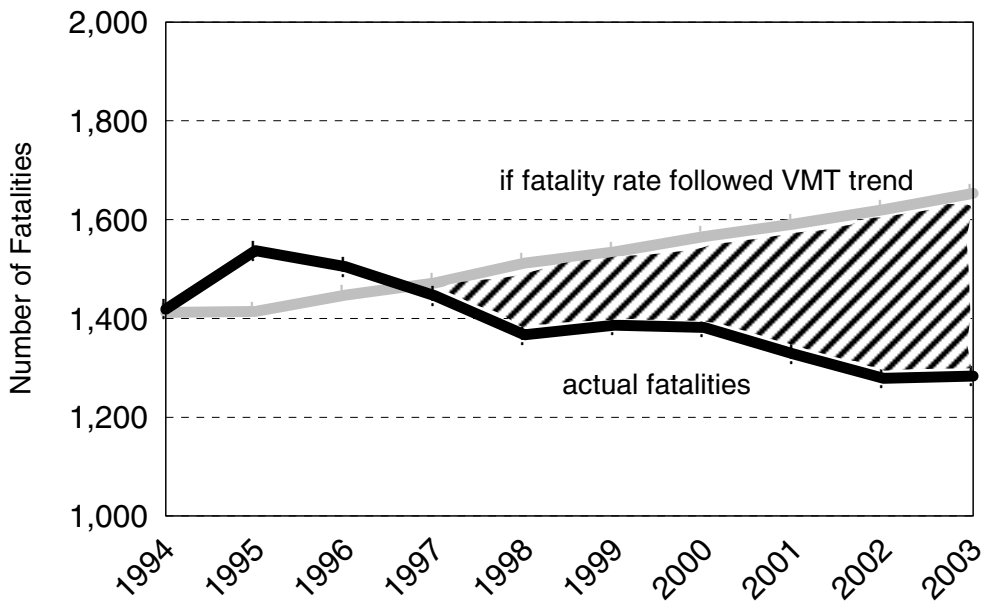
The proportion of death and injury to crash-involved occupants has decreased over the last ten years. In 2003, 1,077 occupants of motor vehicles were fatally injured, 8,798 suffered an A (incapacitating) injury, 22,449 sustained a B (nonincapacitating) injury, and 66,570 sustained a C (possible) injury.

# 10 YEAR

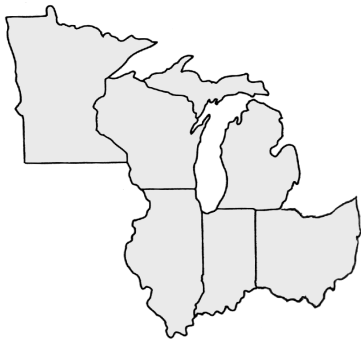
## FATALITIES AND VMT TRENDS



### 10 Year Highlight



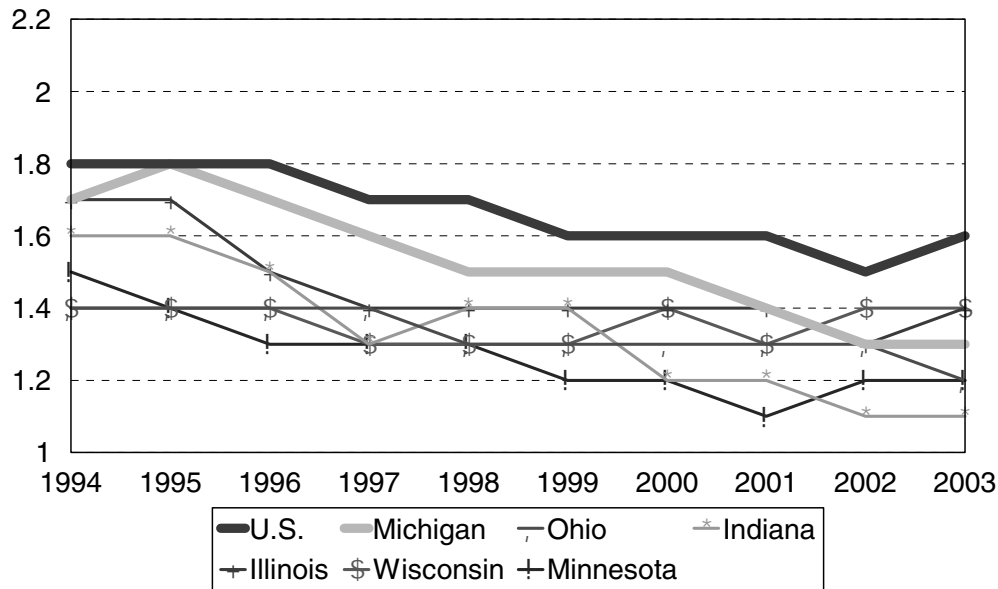
In the 1980s, the number of traffic fatalities had been steadily increasing, following the VMT trend. A reversal in the fatality rate began in 1989, with actual fatalities remaining near or below the VMT trend. A projection of losses that would have been incurred if the fatality rate had continued to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



# 10 YEAR

## MILEAGE DEATH RATES 1994 - 2003

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
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	1.5	1.3	1.3	1.1	1.3	1.4	1.2
2003	1.6	1.3	1.2	1.1	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

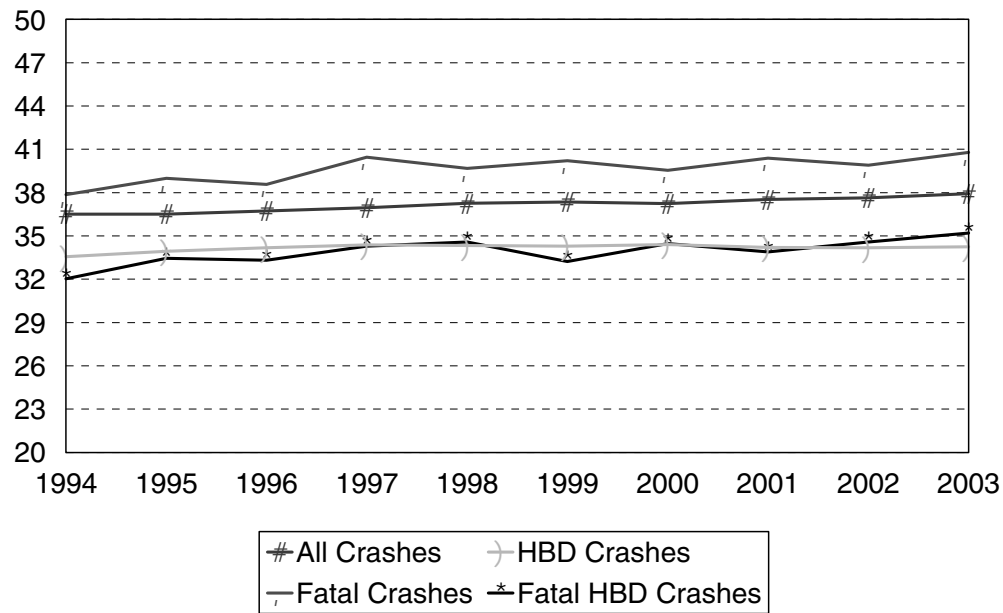
Year	U.S. Persons Killed	Michigan Persons Killed	Ohio Persons Killed	Indiana Persons Killed	Illinois Persons Killed	Wisconsin Persons Killed	Minnesota Persons Killed
1994	42,524	1,419	1,368	974	1,554	706	644
1995	43,363	1,537	1,357	960	1,586	739	597
1996	43,649	1,505	1,395	982	1,477	759	576
1997	43,458	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	43,788	1,328	1,379	895	1,414	764	568
2002	44,100	1,279	1,417	792	1,420	805	657
2003	44,800	1,283	1,278	833	1,454	836	655

The National Safety Council estimates a national increase in traffic fatalities of 1.6 percent between 2002 (44,100) and 2003 (44,800).

Year	U.S. VMT	Michigan VMT	Ohio VMT	Indiana VMT	Illinois VMT	Wisconsin VMT	Minnesota VMT
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	2,797	96.4	107.0	74.1	103.1	57.3	53.2
2002	2,856	98.2	107.9	74.6	106.2	58.7	54.4
2003	2,880	100.2	109.9	74.4	106.5	59.6	55.4

VMT described in billions of miles

## AVERAGE AGE OF DRIVERS IN CRASHES 1994 - 2003



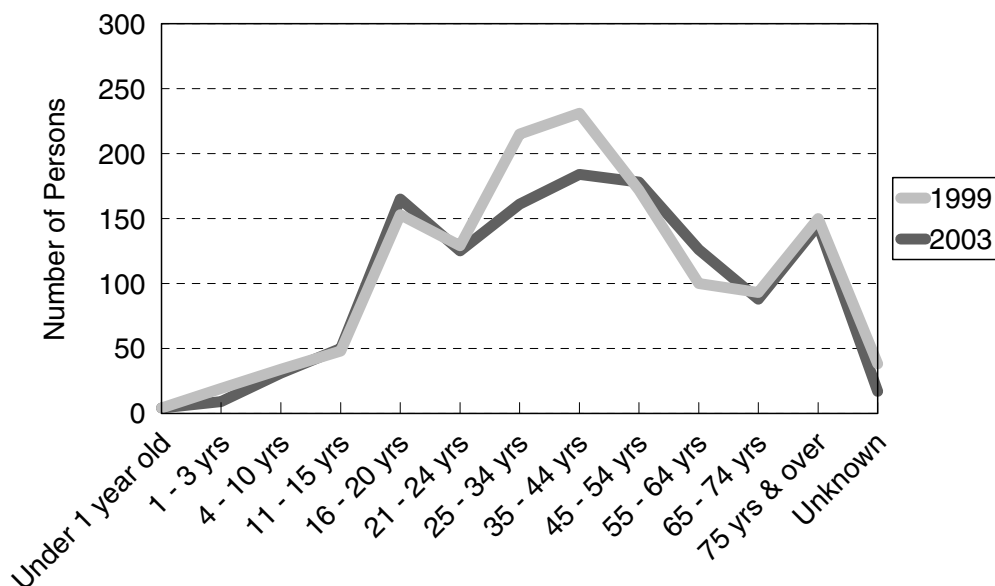
Reflecting the demographic trend of increasing age in the general population, the average age of crash-involved drivers has also increased. An aging driving population has implications for law enforcement prioritizing, highway design, traffic signing considerations, and Emergency Medical System procedures.



## TREND DATA FOR FATALITIES

TREND DATA FOR FATALITIES	1999	2000	2001	2002	2003
<b>Age of Persons Killed, Total</b>					
Under 1 year old	4	3	1	6	4
1 - 3 years	19	12	9	8	9
4 - 10 years	34	33	37	25	31
11 - 15 years	48	57	43	51	50
16 - 20 years	153	199	181	184	165
21 - 24 years	129	107	122	111	125
25 - 34 years	215	217	194	186	161
35 - 44 years	231	196	209	196	184
45 - 54 years	172	155	161	154	178
55 - 64 years	100	129	93	90	126
65 - 74 years	93	101	84	80	88
75 years and over	150	140	153	139	145
Unknown	38	33	41	49	17
<b>Totals</b>	<b>1,386</b>	<b>1,382</b>	<b>1,328</b>	<b>1,279</b>	<b>1,283</b>

Age of Persons Killed, Total



The chart above shows the total number of deaths in motor vehicle crashes in Michigan by age, comparing 1999 with 2003.

# 5 YEAR

TREND DATA FOR FATALITIES	1999	2000	2001	2002	2003
---------------------------	------	------	------	------	------

## Age of Drivers Involved in Fatal Crashes

13 years and under	2	0	3	4	5
14 years	2	3	0	7	3
15 years	7	8	9	8	7
16 years	37	49	35	50	40
17 years	55	66	55	44	48
18 years	63	69	50	57	60
19 years	59	63	73	57	46
20 years	51	53	51	51	43
21 - 24 years	204	183	177	177	190
25 - 34 years	378	398	351	336	337
35 - 44 years	376	317	347	328	356
45 - 54 years	264	278	275	255	280
55 - 64 years	145	178	140	147	161
65 - 69 years	56	50	50	48	40
70 - 74 years	65	60	51	38	53
75 - 79 years	57	41	55	53	51
80 - 84 years	42	42	50	38	46
85 - 89 years	22	24	24	20	32
90 years and over	10	4	7	15	7
Unknown	166	176	178	174	87
Totals	2,061	2,062	1,981	1,907	1,892

## Age of Drivers Involved in Single Vehicle Fatal Crashes

13 years and under	2	0	2	2	4
14 years	2	3	0	3	1
15 years	2	3	4	3	3
16 years	12	15	11	17	10
17 years	21	25	13	18	15
18 years	19	26	18	20	28
19 years	18	20	29	25	17
20 years	21	15	24	20	14
21 - 24 years	72	74	74	65	70
25 - 34 years	118	127	106	101	85
35 - 44 years	108	82	98	85	121
45 - 54 years	73	67	71	73	62
55 - 64 years	24	40	36	32	38
65 - 69 years	12	8	12	5	16
70 - 74 years	9	11	13	8	13
75 - 79 years	9	11	11	15	13
80 - 84 years	4	4	11	5	8
85 - 89 years	6	0	3	4	4
90 years and over	1	0	0	1	2
Unknown	39	32	53	39	25
Totals	572	563	589	541	549

# 5 YEAR

TREND DATA FOR FATALITIES	1999	2000	2001	2002	2003
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## Age of Bicyclists Killed

Under 1 year old	0	0	0	0	0
1 - 3 years	0	0	0	0	0
4 - 10 years	1	5	4	0	4
11 - 15 years	11	9	2	5	6
16 - 20 years	2	1	3	1	3
21 - 24 years	1	0	0	2	3
25 - 34 years	0	4	1	3	0
35 - 44 years	4	1	7	3	4
45 - 54 years	3	3	4	1	8
55 - 64 years	2	3	2	0	2
65 - 74 years	0	2	1	3	2
75 years and over	1	1	2	2	0
Unknown	0	0	0	0	0
Totals	25	29	26	20	32

## Age of Pedestrians Killed

Under 1 year old	1	0	0	0	1
1 - 3 years	8	6	2	3	2
4 - 10 years	20	11	11	10	5
11 - 15 years	7	10	8	14	10
16 - 20 years	6	8	9	11	13
21 - 24 years	6	9	5	8	8
25 - 34 years	25	11	22	23	11
35 - 44 years	37	45	32	34	33
45 - 54 years	31	31	28	25	34
55 - 64 years	15	12	10	14	23
65 - 74 years	8	12	9	13	11
75 years and over	12	13	23	16	17
Unknown	0	0	1	2	1
Totals	176	168	160	173	169

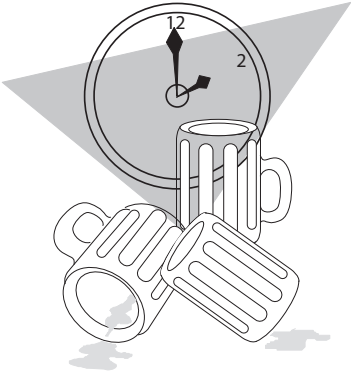
## Action of Pedestrians Killed

Crossing at intersection	10	21	22	10	18
Cross not at intersection	66	62	47	67	74
Getting on/off vehicle	4	1	2	1	0
In road with traffic	15	19	23	19	16
In road against traffic	9	6	6	4	5
Standing or lying in road	17	15	16	13	12
Pushing/working on vehicle	2	1	3	3	5
Other working in road	0	4	2	0	3
Playing in road	2	0	1	1	0
In road for other reason	12	10	8	16	8
Not in road	20	13	8	11	9
Other/Unknown	19	16	22	28	19
Totals	176	168	160	173	169

# 5 YEAR

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

Revised February 19, 2010

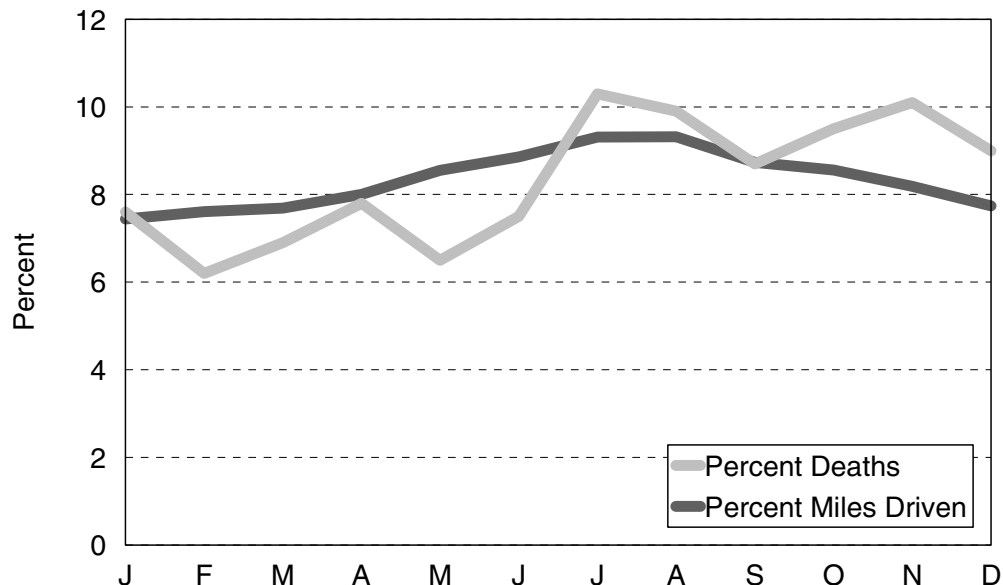
HOLIDAY PERIOD	Fatal Crashes	Persons Killed	SUMMARY 2003
<b>Memorial Day</b> 2003 (3) MON 2002 (3) MON 2001 (3) MON 2000 (3) MON 1999 (3) MON	10 [5] 13 [6] 15 [6] 18 [11] 15 [9]	10 [5] 14 [6] 18 [8] 18 [11] 17 [10]	<p>This table shows traffic death tolls in Michigan for the past five years for the major holiday periods.</p> <p>Based on the <i>total 2003</i> experience, deaths averaged <b>3.52</b> per day. Alcohol-related deaths averaged <b>1.09</b> per day.</p> <p>Based on the <i>2003 holiday period</i> experience, deaths averaged <b>3.67</b> per day. Alcohol-related deaths averaged <b>1.24</b> per day.</p> 
<b>Fourth of July</b> 2003 (3) FRI 2002 (4) THU 2001 (1) WED 2000 (4) TUE 1999 (3) SUN	15 [2] 26 [10] 10 [4] 14 [3] 15 [8]	15 [2] 30 [11] 10 [4] 21 [3] 15 [8]	
<b>Labor Day</b> 2003 (3) MON 2002 (3) MON 2001 (3) MON 2000 (3) MON 1999 (3) MON	14 [6] 13 [7] 18 [10] 20 [11] 18 [12]	15 [6] 13 [7] 21 [12] 27 [14] 21 [14]	
<b>Thanksgiving</b> 2003 (4) THU 2002 (4) THU 2001 (4) THU 2000 (4) THU 1999 (4) THU	17 [4] 18 [8] 11 [7] 11 [5] 20 [9]	20 [4] 20 [8] 12 [8] 12 [5] 22 [9]	
<b>Christmas</b> 2003 (4) THU 2002 (1) WED 2001 (4) TUE 2000 (3) MON 1999 (3) SAT	8 [6] 0 [0] 10 [2] 10 [2] 12 [6]	9 [6] 0 [0] 10 [2] 11 [2] 16 [6]	
<b>New Years</b> 2003 (4) THU 2002 (1) WED 2001 (4) TUE 2000 (3) MON 1999 (3) SAT	6 [4] 4 [0] 10 [5] 12 [5] 19 [10]	6 [4] 4 [0] 11 [5] 13 [5] 22 [12]	

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.

## MOTOR VEHICLE DEATHS AND MILEAGE BY MONTH

Month	TRAFFIC DEATHS					2003 PERCENTAGES	
	1999	2000	2001	2002	2003	Percent Deaths	Percent Miles Driven
January	76	121	79	105	97	7.6	7.44
February	84	83	99	101	80	6.2	7.61
March	92	70	102	81	88	6.9	7.69
April	98	107	83	93	100	7.8	7.99
May	125	114	106	112	84	6.5	8.55
June	116	136	113	115	96	7.5	8.86
July	128	135	143	137	132	10.3	9.31
August	160	133	131	110	127	9.9	9.32
September	128	135	143	96	111	8.7	8.73
October	129	124	120	117	122	9.5	8.56
November	130	118	109	102	130	10.1	8.19
December	120	106	100	110	116	9.0	7.74
Totals	1,386	1,382	1,328	1,279	1,283	100.0	100.00

Percent Deaths & Percent Miles Driven - 2003



The above chart shows that the *percent deaths* were lower for the months of February, March, April, May, June, and September than for the other months in 2003 when compared to the *percent miles driven*.



# 1 YEAR

## 2002 - 2003 SUMMARY TRENDS

- ★ Michigan experienced a **0.3** percent increase in traffic fatalities, as well as a **6.2** percent decrease in injuries and a **1.0** percent decrease in crashes.
- ★ Deaths among vehicle occupants (drivers and passengers) increased **0.2** percent.
- ★ Persons sustaining "A" level injuries (the most serious) decreased **6.0** percent.

	2002	2003	% CHANGE
<b>NUMBER OF CRASHES</b>			
Fatal Crashes .....	1,175	1,172	-0.3
Personal Injury Crashes .....	80,567	76,598	-4.9
Property Damage Crashes .....	313,773	313,715	0.0
<b>Total</b>	<b>395,515</b>	<b>391,485</b>	<b>-1.0</b>
<b>ALCOHOL-INVOLVED CRASHES</b>			
Fatal Crashes .....	384	362	-5.7
Personal Injury Crashes .....	6,575	6,247	-5.0
Property Damage Crashes .....	8,890	8,484	-4.6
<b>Total</b>	<b>15,849</b>	<b>15,093</b>	<b>-4.8</b>
<b>ALCOHOL-INVOLVED FATAL CRASHES</b>			
Had Been Drinking (HBD) .....	384 (32.7%)	362 (30.9%)	-5.7
Had Not (HNBD)/Not Known If Drinking .....	791 (67.3%)	810 (69.1%)	2.4
<b>PERSONS IN CRASHES</b>			
Killed .....	1,279	1,283	0.3
Injured .....	112,484	105,555	-6.2
Not Injured .....	528,529	524,356	-0.8
Unknown Injury .....	72,365	64,903	-10.3
<b>Total</b>	<b>714,657</b>	<b>696,097</b>	<b>-2.6</b>
<b>PERSONS IN ALCOHOL-INVOLVED CRASHES</b>			
Killed .....	422	399	-5.5
Injured .....	9,414	8,815	-6.4
Not Injured .....	15,151	14,140	-6.7
Unknown Injury .....	2,061	2,013	-2.3
<b>Total</b>	<b>27,048</b>	<b>25,367</b>	<b>-6.2</b>
<b>PERSONS INJURED BY GENDER</b>			
Male .....	50,514	47,705	-5.6
Female .....	57,202	54,950	-3.9
Unknown Gender .....	4,768	2,900	-39.2
<b>Total</b>	<b>112,484</b>	<b>105,555</b>	<b>-6.2</b>
<b>PERSONS INJURED BY SEVERITY</b>			
"A" Injury .....	10,556	9,920	-6.0
"B" Injury .....	27,771	24,952	-10.2
"C" Injury .....	74,157	70,683	-4.7
<b>Total</b>	<b>112,484</b>	<b>105,555</b>	<b>-6.2</b>

**Note:** The 2000 thru 2003 information provided for alcohol contains data for alcohol-related crashes only.

# 1

## YEAR

### 2002 - 2003 SUMMARY TRENDS (continued)

	2002	2003	% CHANGE
<b>PERSONS KILLED BY GENDER</b>			
Male .....	854	824	-3.5
Female .....	398	441	10.8
Unknown Gender .....	27	18	-33.3
<b>Total</b>	<b>1,279</b>	<b>1,283</b>	<b>0.3</b>
<b>PERSONS KILLED</b>			
Driver .....	709	696	-1.8
Passenger .....	254	269	5.9
Pedestrian .....	173	169	-2.3
Bicyclist .....	20	32	60.0
Motorcyclist .....	82	76	-7.3
Farm Equipment .....	1	1	0.0
Train Engineer .....	0	0	0.0
Snowmobile .....	9	13	44.4
ORV/ATV .....	10	11	10.0
Other/Unknown .....	21	16	-23.8
<b>Total</b>	<b>1,279</b>	<b>1,283</b>	<b>0.3</b>
<b>RESTRAINT USE BY DRIVER</b>			
“Reported Restrained” - Killed .....	357	349	-2.5
“Reported Not Restrained” - Killed .....	247	260	5.3
“Reported Restrained” - Injured .....	64,963	64,065	-1.4
“Reported Not Restrained” - Injured .....	4,377	3,782	-13.7
<b>RESTRAINT USE BY INJURED PASSENGER</b>			
“Reported Restrained” - Killed .....	121	128	5.8
“Reported Not Restrained” - Killed.....	107	107	0.0
“Reported Restrained” - Injured .....	20,169	18,307	-9.3
“Reported Not Restrained” - Injured .....	3,698	3,203	-13.4
<b>DRIVER AGE 16-19 INVOLVED</b>			
Fatal Crashes .....	201	183	-9.0
Personal Injury Crashes .....	17,804	16,990	-4.6
Property Damage Crashes .....	55,501	54,080	-2.6
<b>Total All Crashes</b>	<b>73,506</b>	<b>71,253</b>	<b>-3.1</b>
Persons Killed .....	233	213	-8.6
Persons Injured .....	26,658	25,115	-5.8
<b>DRIVER AGE 65 &amp; OVER INVOLVED</b>			
Fatal Crashes .....	196	221	12.8
Personal Injury Crashes .....	10,055	9,552	-5.0
Property Damage Crashes .....	31,683	32,169	1.5
<b>Total All Crashes</b>	<b>41,934</b>	<b>41,942</b>	<b>0.0</b>
Persons Killed .....	212	246	16.0
Persons Injured .....	14,784	13,880	-6.1

# 1 YEAR

## MORE MICHIGAN CRASH FACTS

CRASH FACTS	2002	2003	% Change
Licensed Drivers	7,141,883	7,187,093	0.6
Registered Vehicles in Michigan	8,690,326	8,708,688	0.2
Michigan Population	10,050,446	10,079,985	0.3
Drivers Involved in Crashes	677,527	635,096	-6.3
Vehicles Involved in Crashes	678,990	635,767	-6.4
Occupants Involved in Crashes	835,576	818,272	-2.1
Estimated MV Mileage Traveled (thousands)	98,173,158	100,191,958	2.1
Death Rate Per 100 Million Vehicle Miles	1.3	1.3	0.0
Fatal Crash Rate Per 100 Million Veh Miles	1.2	1.2	0.0

Vehicle mileage increased 2.1 percent and the death rate per 100 million vehicle miles stayed the same at 1.3.



## 2003 COST OF CRASHES IN MICHIGAN

The cost estimate for Michigan crashes in 2003 is **\$9,762,388,400**. This estimate is based on the National Safety Council's cost estimating procedures. Average comprehensive costs are based on the following figures:

Comprehensive Costs, 2003	
Death .....	\$3,610,000
Incapacitating injury .....	\$181,000
Nonincapacitating evident injury .....	\$46,200
Possible injury .....	\$22,000
No injury .....	\$2,000

These cost estimates are not intended for comparisons to previous years. Deaths and injuries are calculated by number of persons. "No injury" is calculated per crash.



# 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
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
2002	105	101	81	93	112	115	137	110	96	117	102	110	1,279
2003	97	80	88	100	84	96	132	127	111	122	130	116	1,283

## 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
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
2002	1,279	112,484	395,515	98,173.2	8,690,326	1.3
2003	1,283	105,555	391,485	100,192.0	8,708,688	1.3

\* Excludes trailers and trailer coaches, and includes moped