

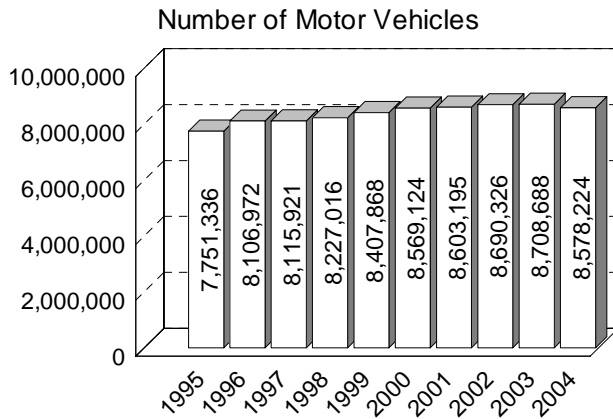
2004  
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2004

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



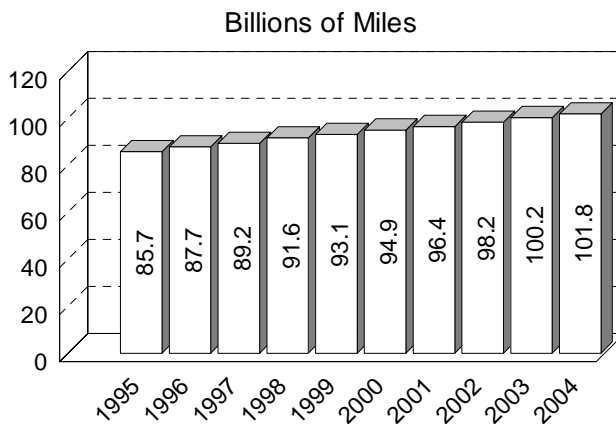
# 10 YEAR

## VEHICLE REGISTRATIONS



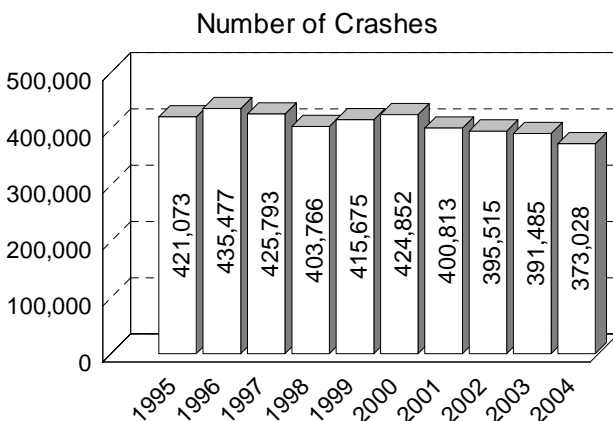
Vehicle registrations dropped for the first time in the ten year period in 2004.

## VEHICLE MILES TRAVELED



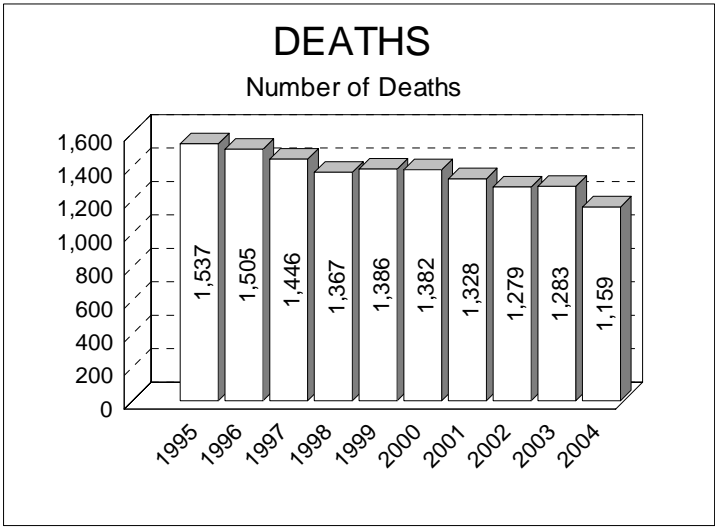
Vehicle miles traveled have increased 18.8 percent since 1995, reaching 101.82 billion miles in 2004.

## CRASHES

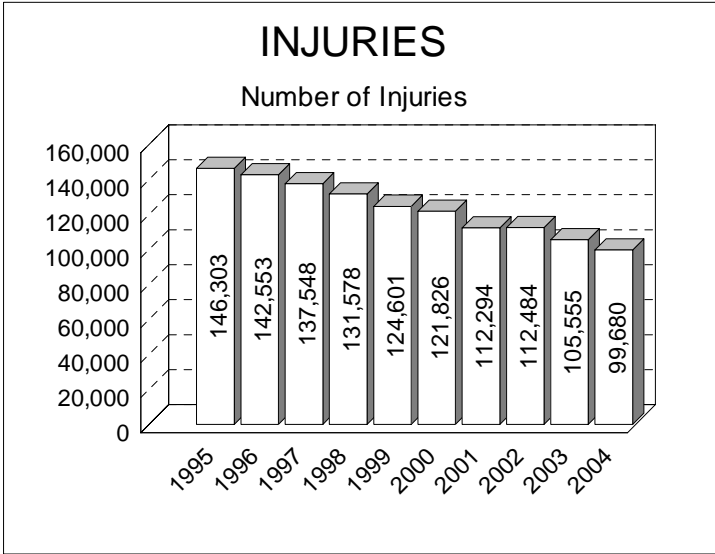


There were 373,028 total crashes statewide in 2004, a 11.4 percent decrease from 1995.

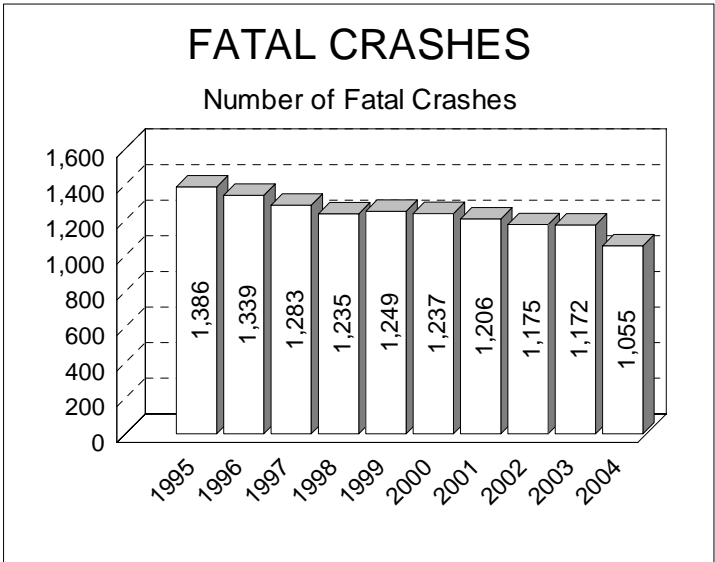
# 10 YEAR TRENDS (continued)



In 2004, 1,159 people died in motor vehicle crashes, a decrease of 24.6 percent from 1995.



99,680 people received nonfatal injuries in Michigan motor vehicle crashes in 2004, down 31.9 percent from 146,303 in 1995.

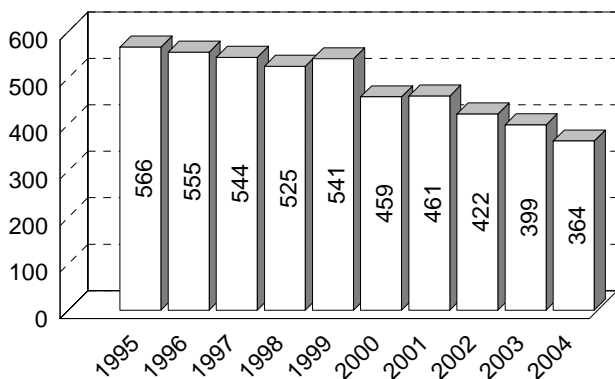


In 2004, there were 1,055 fatal crashes, down 23.9 percent from 1,386 in 1995.

# 10 YEAR

## HBD FATALITIES

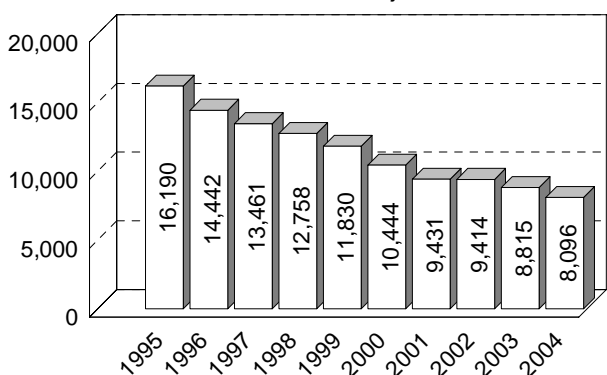
Number of HBD Fatalities



Deaths in alcohol-related crashes have generally decreased over the last ten years. There were 364 had been drinking (HBD) fatalities in 2004.

## HBD INJURIES

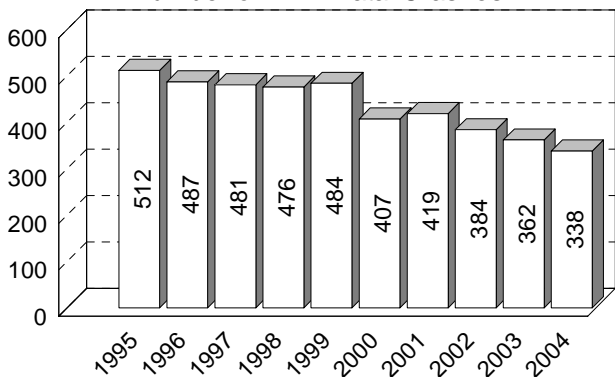
Number of HBD Injuries



Mirroring the trend in deaths, HBD injuries have decreased over the last ten years. There were 8,096 injuries in 2004, down 50 percent from 1995.

## HBD FATAL CRASHES

Number of HBD Fatal Crashes

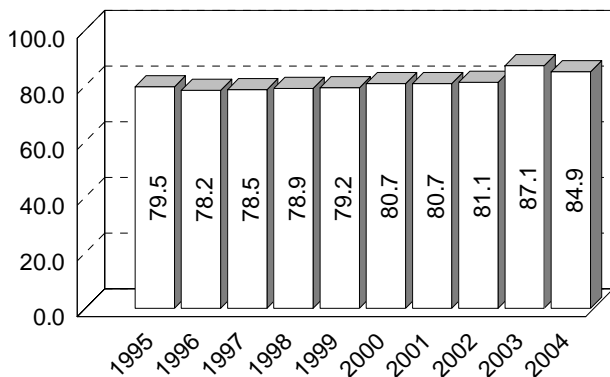


Alcohol involvement in fatal crashes has also decreased over the ten-year period. In 2004, there were 338 HBD fatal crashes.

**Note:** The 2004 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

Annual Average Percentage of Occupants

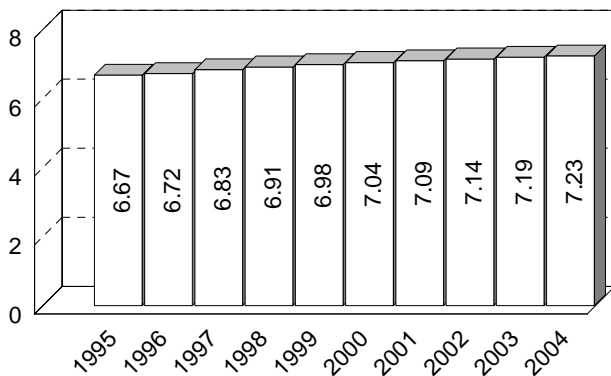


## 10 YEAR TRENDS (continued)

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 80.9.

## DRIVERS IN MICHIGAN

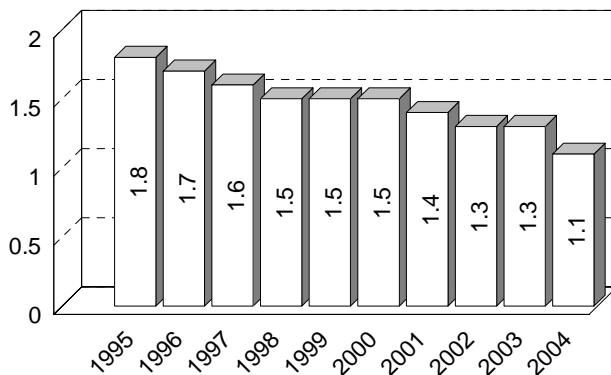
Licensed Drivers in Millions



There were 7,225,851 licensed drivers on Michigan roadways in 2004.

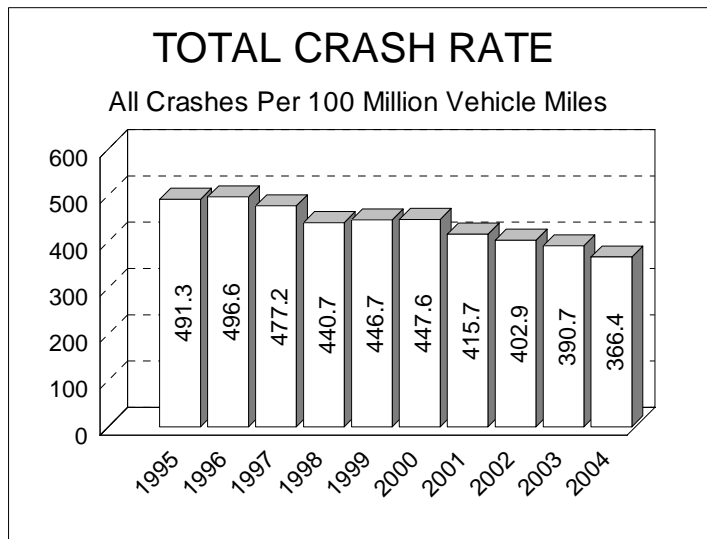
## MILEAGE DEATH RATE

Deaths Per 100 Million Vehicle Miles

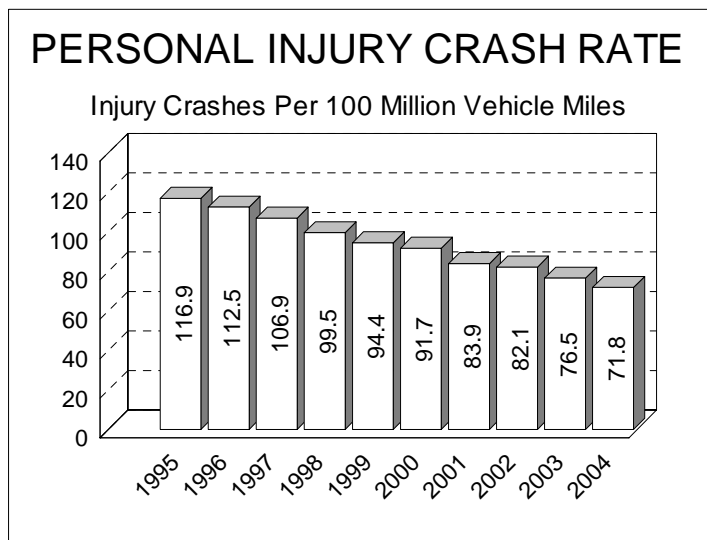


The 1.1 death rate in 2004 is a 38.9 percent decrease from the ten-year high of 1.8 in 1995, and a new all-time low.

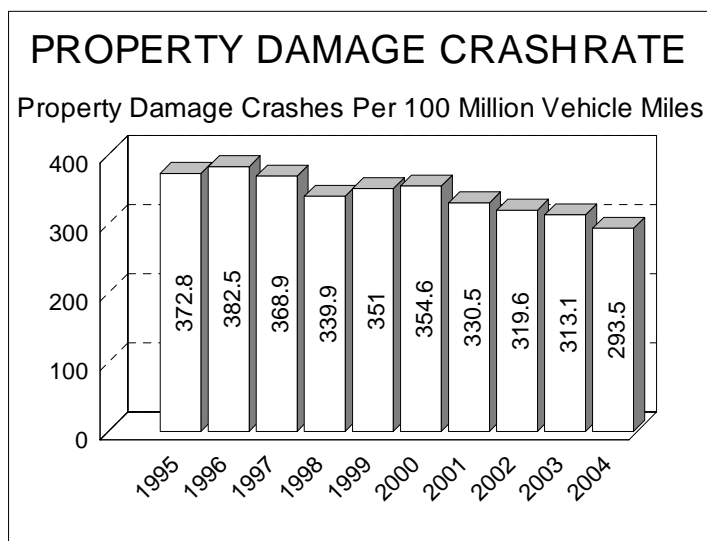
# 10 YEAR



The ten-year total crash rate peaked in 1996 at 496.6, then decreased by 26.2 percent to 366.4 in 2004.



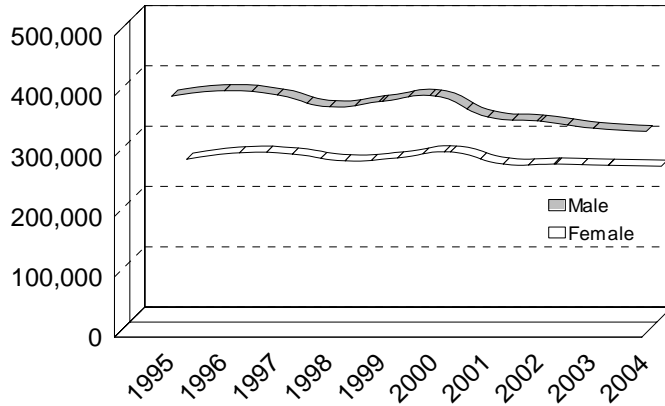
The personal injury crash rate has been steadily decreasing since 1995. The 71.8 personal injury crash rate in 2004 is a 38.6 percent decrease from 1995.



The 293.5 property damage crash rate in 2004 is a 21.3 percent decrease from 1995.

## MALE vs. FEMALE DRIVERS

Number in All Crashes

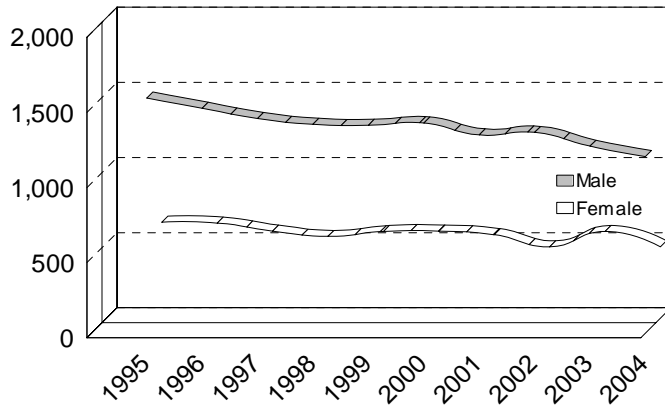


## 10 YEAR TRENDS (continued)



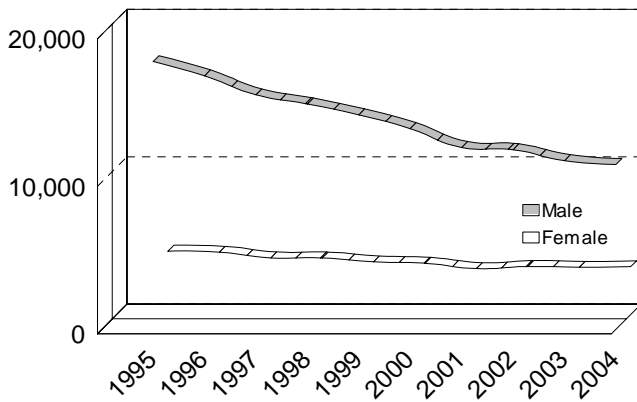
## MALE vs. FEMALE DRIVERS

Number in Fatal Crashes



## MALE vs. FEMALE DRINKING DRIVERS

Number in All Crashes



DRIVERS IN ALL CRASHES		
	Male	Female
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
2004	333,606	251,077

Male drivers accounted for 52.5 percent of all drivers in crashes in 2004.

**Note:** 8.1 percent of all drivers (51,230) were coded as unknown gender in 2004.

DRIVERS IN FATAL CRASHES		
	Male	Female
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
2004	1,176	475

Male drivers made up 68.1 percent of all drivers in fatal crashes in 2004.

**Note:** 4.5 percent of drivers (77) in fatal crashes were coded as unknown gender in 2004.

DRINKING DRIVERS IN ALL CRASHES		
	Male	Female
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
2004	11,179	3,242

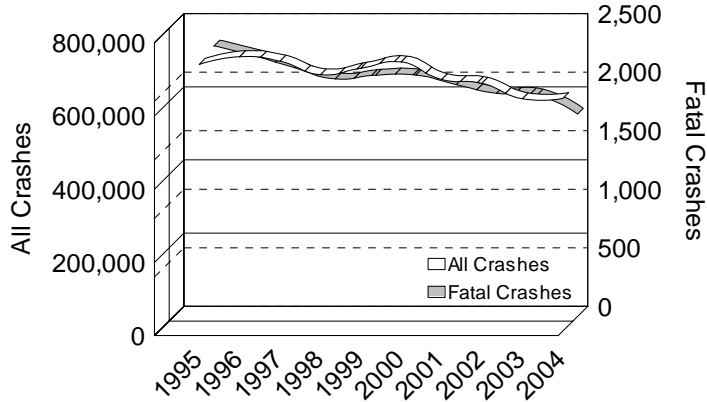
**Note:** The 2004 information provided for alcohol contains data for alcohol-related crashes only. This figure DOES NOT include the combined number for alcohol- and drug-related crashes as had been reported prior to 2000.

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

**Note:** 0.6 percent of all drinking drivers (92) were coded as unknown gender in 2004.

## ALL DRIVERS

Number in All and Fatal Crashes

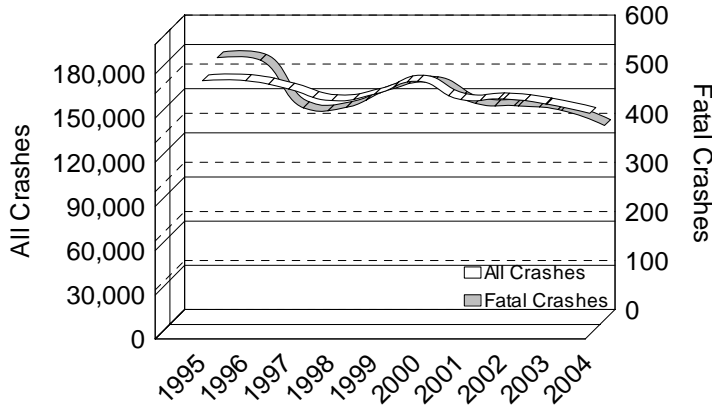


## 10 YEAR TRENDS (continued)



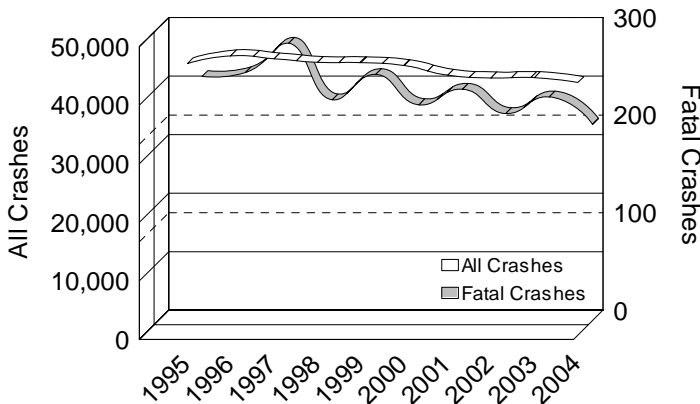
## TEEN/YOUNG ADULT DRIVERS

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
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
2004	635,913	1,728

Driver involvement in all crashes decreased 12.8 percent over the ten-year period.

Driver involvement in fatal crashes decreased 25.2 percent over the ten-year period.

TEEN/YOUNG ADULT DRIVERS		
	All Crashes	Fatal Crashes
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
2004	150,220	396

Teen/young adult drivers (age 16-24) represent 14.8 percent of the licensed drivers in 2004.

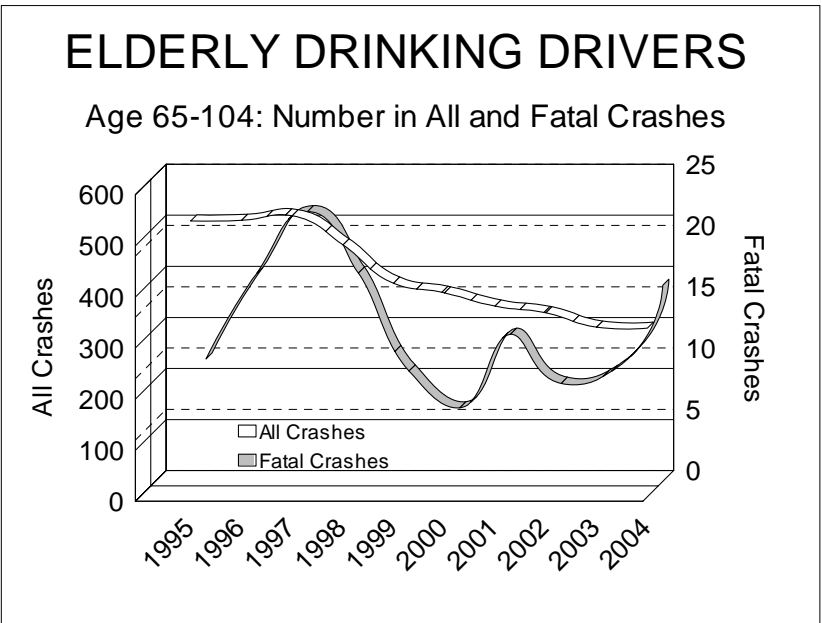
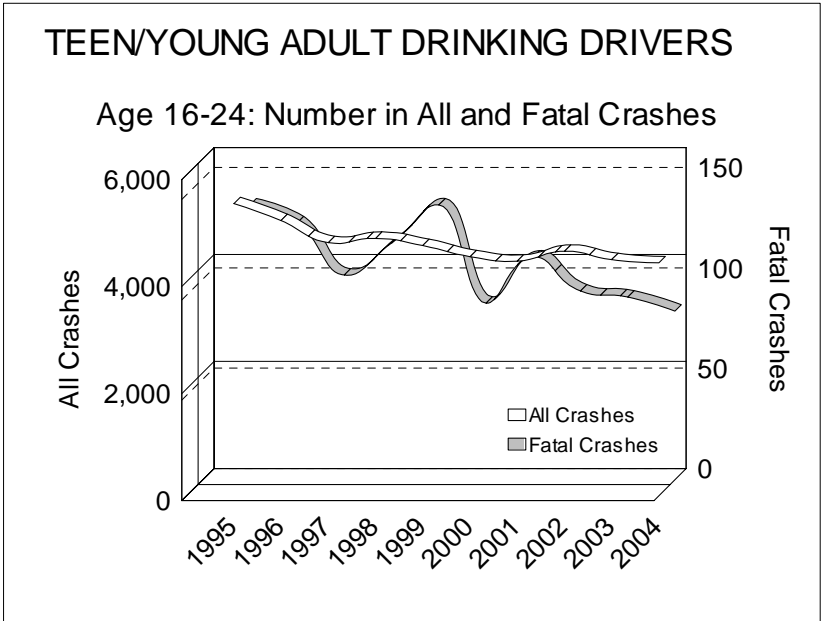
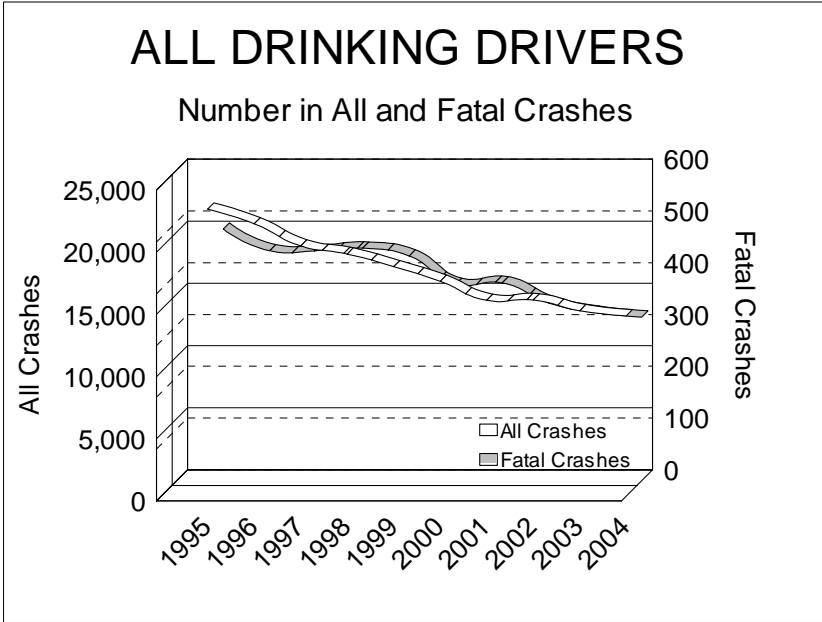
The number of teen/young adult drivers in all crashes has decreased by 12.9 percent since 1995. Their involvement in fatal crashes decreased 25.8 percent during the same time period.

ELDERLY DRIVERS		
	All Crashes	Fatal Crashes
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
2004	43,146	201

Elderly drivers (age 65-104) represent 14.5 percent of the licensed drivers in 2004.

The number of drivers age 65 and older in all crashes has decreased 7.0 percent since 1995. Their involvement in fatal crashes decreased 19.6 percent during the same time period.

# 10 YEAR TRENDS (continued)



# 10 YEAR

DRINKING DRIVERS		
	All Crashes	Fatal Crashes
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
2004	14,513	316

Drinking driver involvement in all crashes decreased by 37.2 percent from 1995. Drinking driver involvement in fatal crashes decreased by 35.0 percent from 1995.

TEEN/YOUNG ADULT DRINKING DRIVERS		
	All Crashes	Fatal Crashes
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
2004	4,353	84

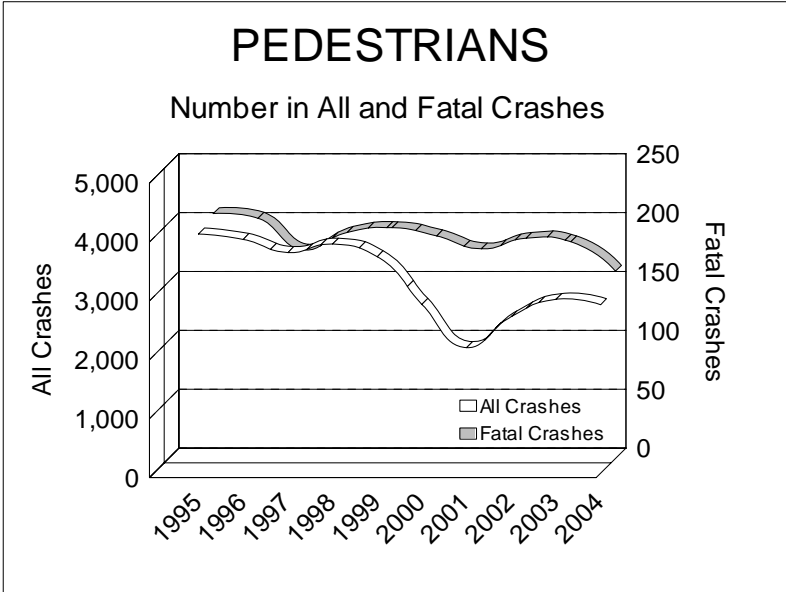
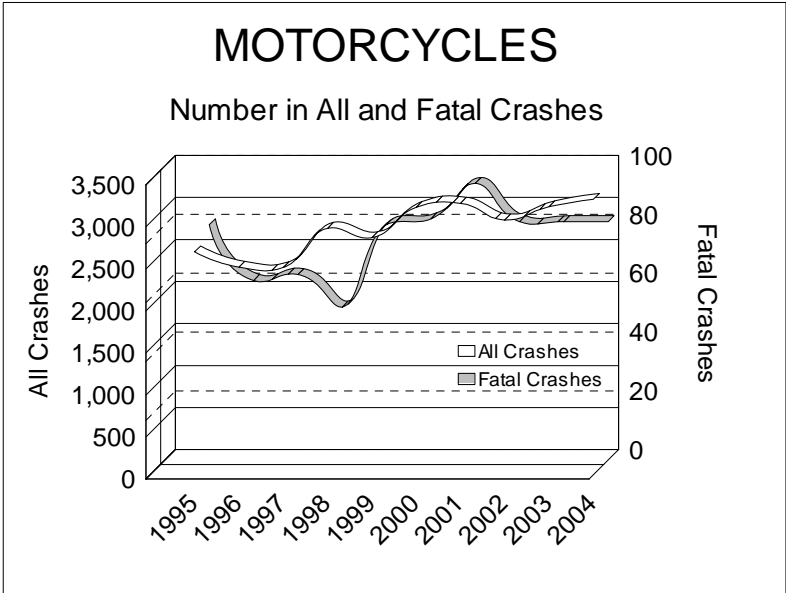
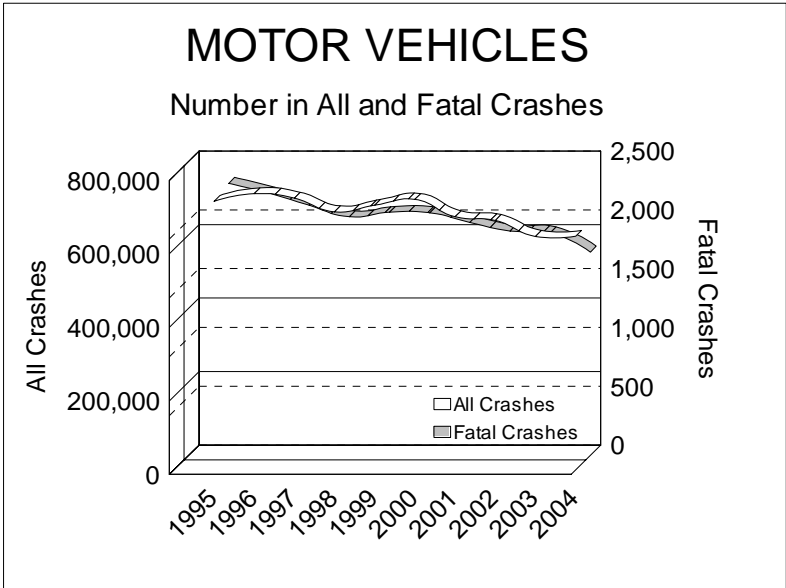
Following the trend for all drinking drivers, the number of teen/young adult drinking drivers (age 16-24) in all crashes decreased by 20.3 percent, and their involvement in fatal crashes decreased by 38.7 percent from 1995.

ELDERLY DRINKING DRIVERS		
	All Crashes	Fatal Crashes
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
2004	330	16

The number of elderly drinking drivers (age 65-104) in all crashes continues to decrease, reaching a ten-year low of 330 in 2004. Their involvement in fatal crashes has fluctuated over the ten-year period with a high of 22 in 1997.

**Note:** The 2004 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
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
2004	635,913	1,728

There were 1,728 motor vehicles involved in fatal crashes in 2004, down 25.3 percent from 1995.

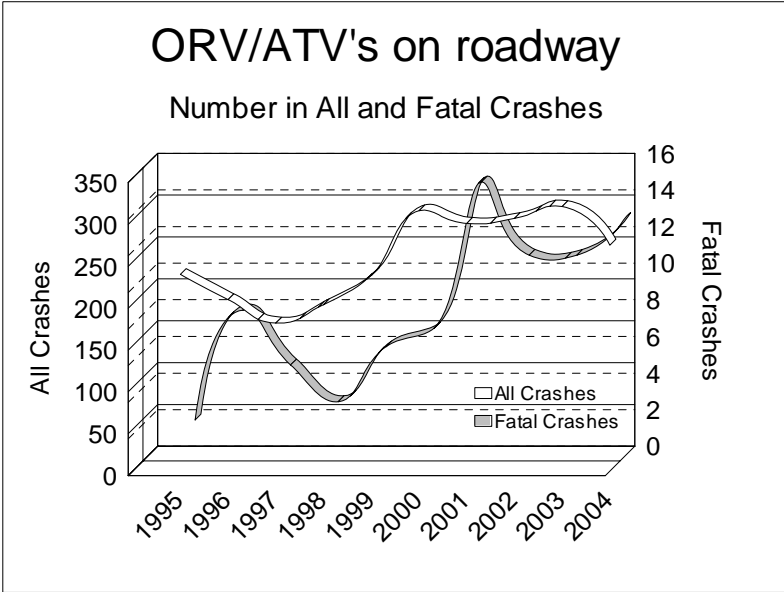
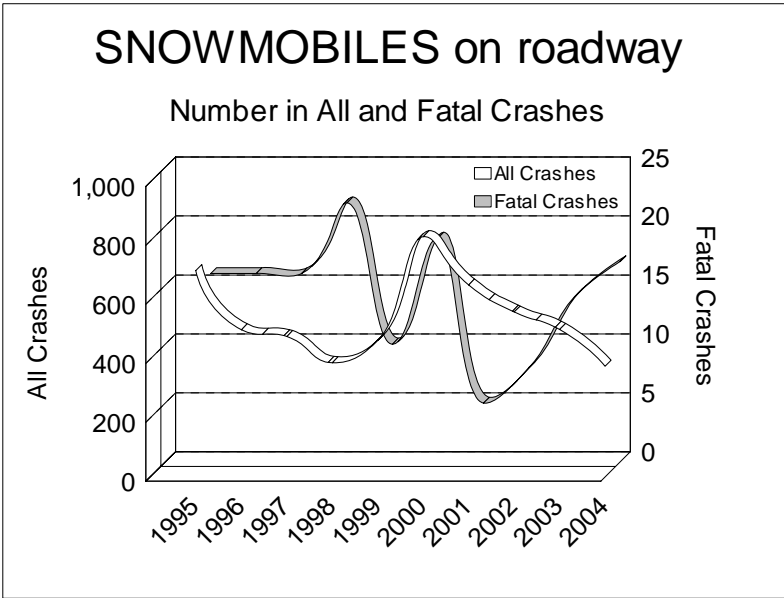
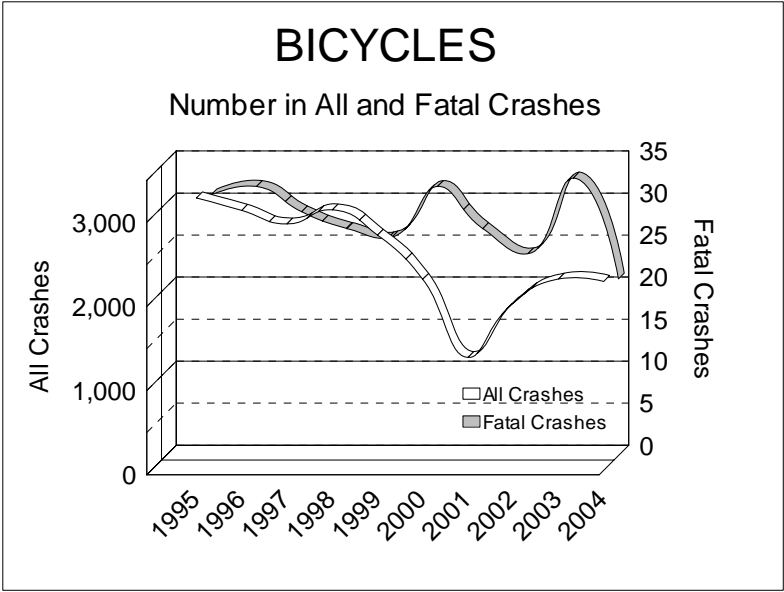
<b>MOTORCYCLES</b>		
	All Crashes	Fatal Crashes
1995	2,651	80
1996	2,468	61
1997	2,465	63
1998	2,931	52
1999	2,820	80
2000	3,180	82
2001	3,228	94
2002	3,030	81
2003	3,187	81
2004	3,276	81

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
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
2004	2,864	159

There were 159 pedestrians involved in fatal crashes in 2004, down 23.6 percent from 1995.

# 10 YEAR TRENDS (continued)



# 10 YEAR

<b>BICYCLES</b>		
	All Crashes	Fatal Crashes
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
2004	2,246	21

There were 21 bicycles involved in fatal crashes in 2004, down 32.3 percent from 1995.

<b>SNOWMOBILES on Michigan roadways</b>		
	All Crashes	Fatal Crashes
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
2004	375	17

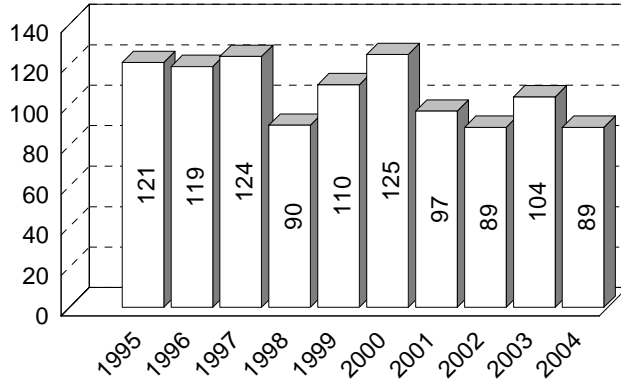
There were 17 snowmobiles involved in fatal crashes on Michigan public roadways in 2004.

<b>ORV/ATV's on Michigan roadways</b>		
	All Crashes	Fatal Crashes
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
2004	270	13

The number of ORV/ATV's involved in all crashes and fatal crashes on Michigan public roadways has increased over the ten-year period.

## VEHICLE-TRAIN CRASHES

Number of Crashes

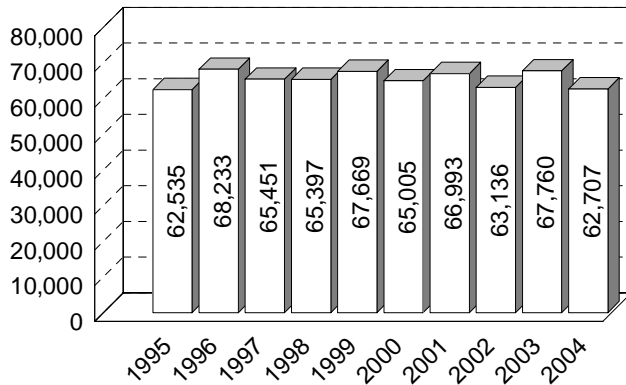


## 10 YEAR TRENDS (continued)

89 vehicle-train crashes occurred in 2004, a decrease of 26.4 percent in the ten-year period.

## VEHICLE-DEER CRASHES

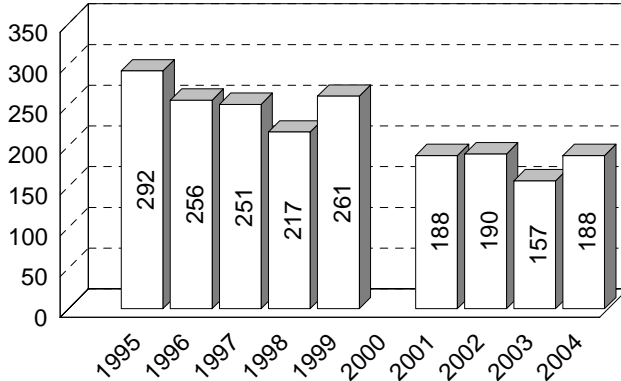
Number of Crashes



The number of vehicle-deer crashes has remained consistent over the ten-year period.

## FARM EQUIPMENT CRASHES

Number of Crashes

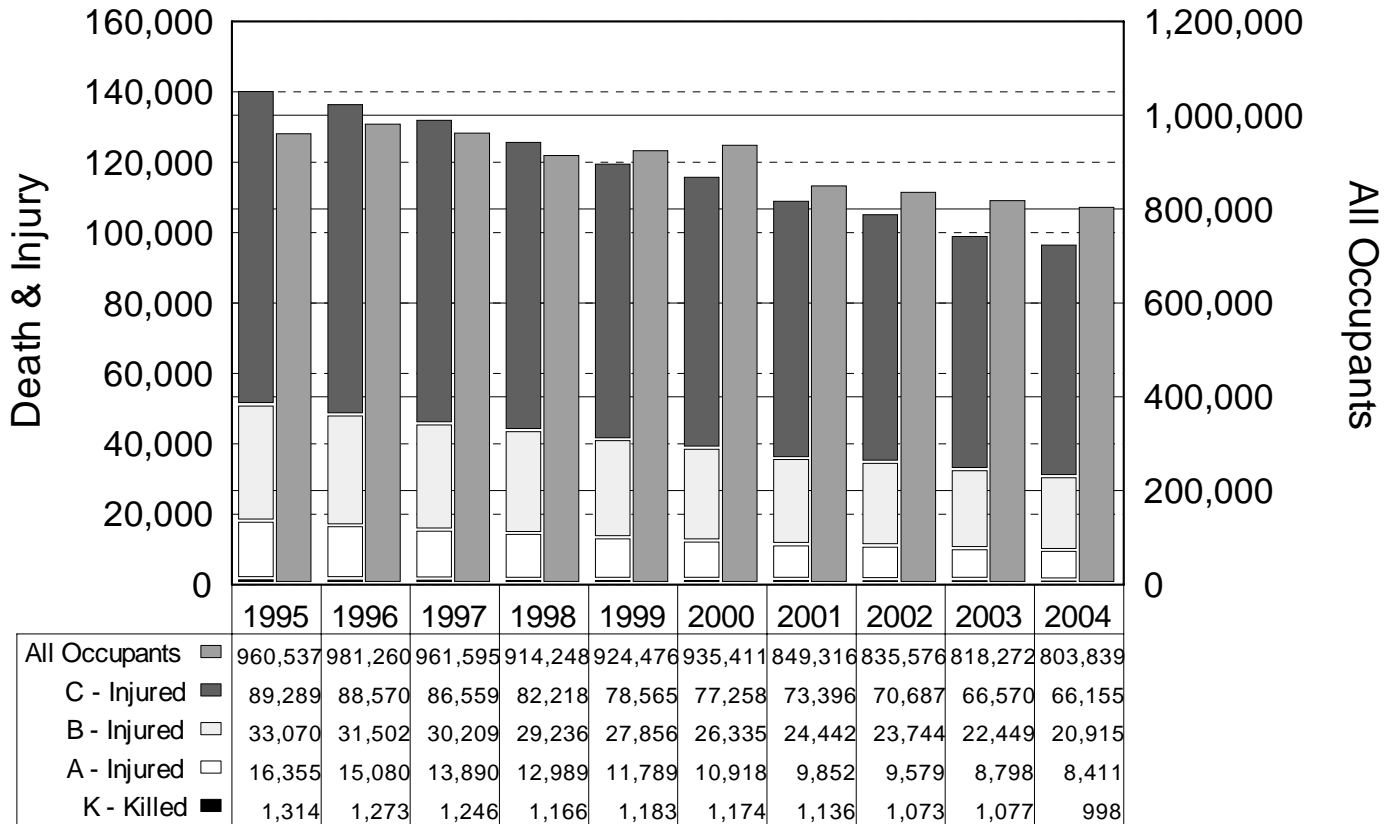


Data not available for calendar year 2000 farm equipment crashes. Please refer to that year's book for details.

The 188 farm equipment crashes in 2004 marks a 35.6 percent decrease from the ten-year high of 292 farm equipment crashes in 1995.

# 10 YEAR

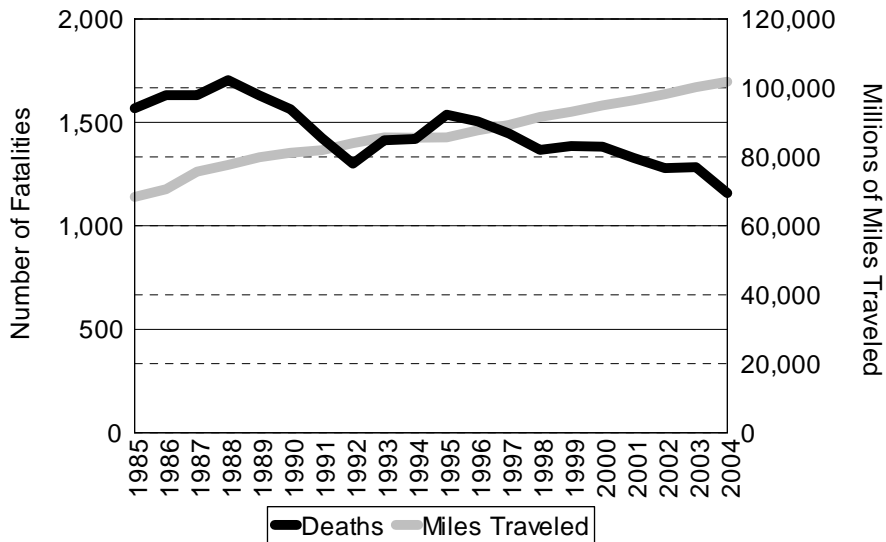
## DEATH AND INJURY PER CRASH-INVOLVED OCCUPANT



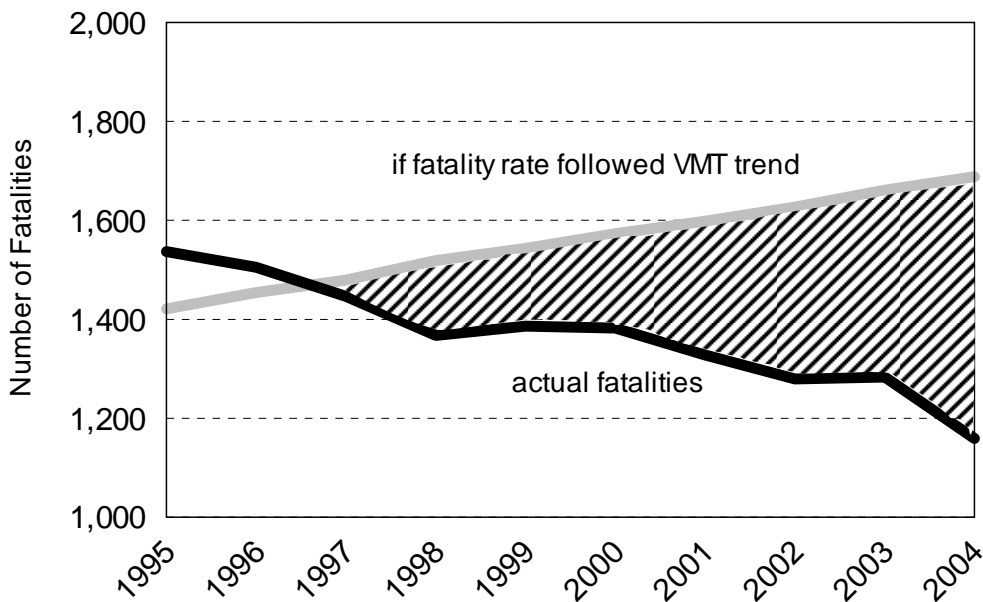
The proportion of death and injury to crash-involved occupants has decreased over the last ten years. In 2004, 998 occupants of motor vehicles were fatally injured, 8,411 suffered an A (incapacitating) injury, 20,915 sustained a B (nonincapacitating) injury, and 66,155 sustained a C (possible) injury.

# 10 YEAR

## FATALITIES AND VMT TRENDS



### 10 Year Highlight



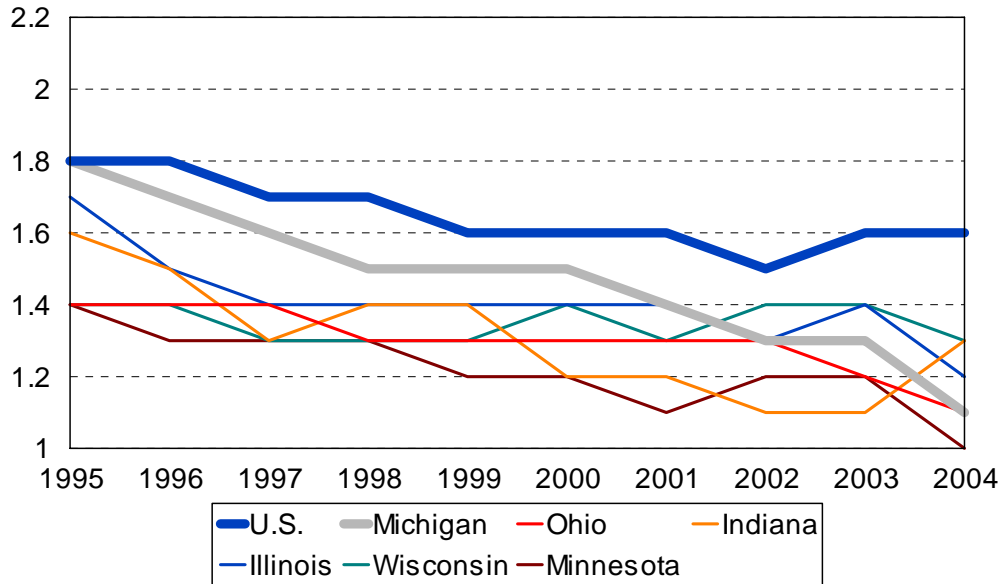
In the 1980s, the number of traffic fatalities had been steadily increasing, following the VMT trend. A reversal in the fatality rate began in 1989, with actual fatalities remaining near or below the VMT trend, diverging at its widest point with a decrease to, 1,159 fatalities in 2004. A projection of 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 1995 - 2004

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
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
2004	1.6	1.1	1.1	1.3	1.2	1.3	1.0

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

Revised September 15, 2006

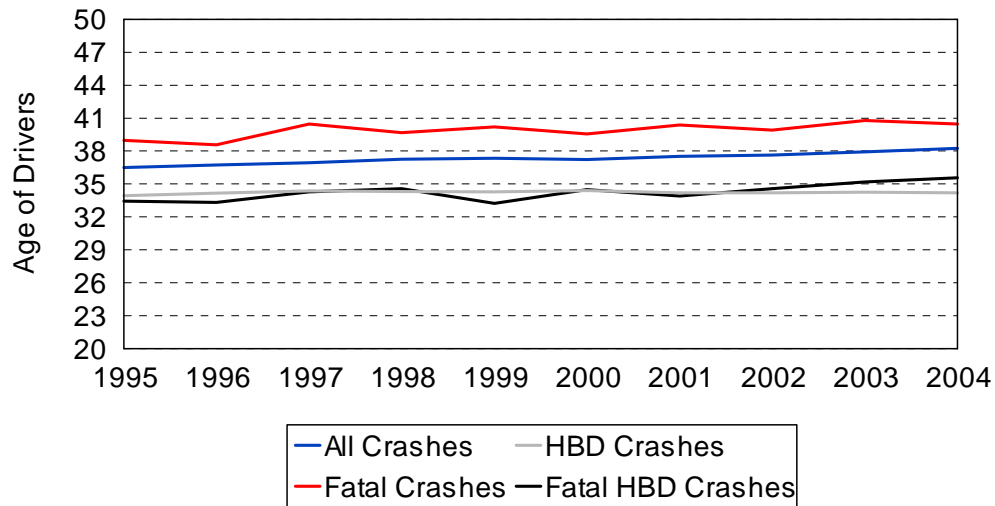
Year	U.S. Persons Killed	Michigan Persons Killed	Ohio Persons Killed	Indiana Persons Killed	Illinois Persons Killed	Wisconsin Persons Killed	Minnesota Persons Killed
1995	43,363	1,537	1,357	960	1,586	739	597
1996	43,649	1,505	1,395	982	1,477	759	576
1997	43,458	1,446	1,439	936	1,393	721	600
1998	43,501	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
2004	45,300	1,159	1,285	947	1,355	784	567

The National Safety Council estimates a national increase in traffic fatalities of 1.1 percent between 2003 (44,800) and 2004 (45,300).

Year	U.S. VMT	Michigan VMT	Ohio VMT	Indiana VMT	Illinois VMT	Wisconsin VMT	Minnesota VMT
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
2004	2,920	101.8	112.4	74.5	108.9	60.5	56.5

VMT described in billions of miles

## AVERAGE AGE OF DRIVERS IN CRASHES 1995 - 2004



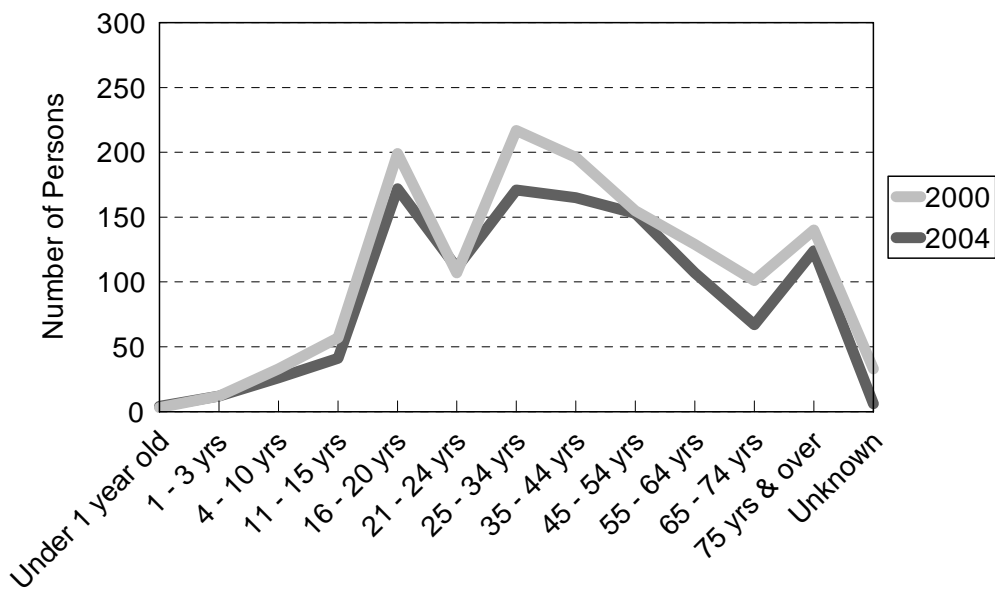
Reflecting the demographic trend of increasing age in the general population, the average age of drivers involved in all crashes, fatal crashes, and fatal HBD crashes has increased over the ten-year period. The average age of drivers in HBD crashes has remained flat. An aging driving population has implications for law enforcement prioritizing, highway design, traffic signing considerations, and Emergency Medical System procedures.



## TREND DATA FOR FATALITIES

TREND DATA FOR FATALITIES	2000	2001	2002	2003	2004
<b>Age of Persons Killed, Total</b>					
Under 1 year old	3	1	6	4	4
1 - 3 years	12	9	8	9	12
4 - 10 years	33	37	25	31	26
11 - 15 years	57	43	51	50	41
16 - 20 years	199	181	184	165	172
21 - 24 years	107	122	111	125	111
25 - 34 years	217	194	186	161	171
35 - 44 years	196	209	196	184	165
45 - 54 years	155	161	154	178	153
55 - 64 years	129	93	90	126	107
65 - 74 years	101	84	80	88	67
75 years and over	140	153	139	145	124
Unknown	33	41	49	17	6
<b>Totals</b>	<b>1,382</b>	<b>1,328</b>	<b>1,279</b>	<b>1,283</b>	<b>1,159</b>

Age of Persons Killed, Total



The chart above shows the total number of deaths in motor vehicle crashes in Michigan by age, comparing 2000 with 2004.

# 5 YEAR

TREND DATA FOR FATALITIES	2000	2001	2002	2003	2004
<b>Age of Drivers Involved in Fatal Crashes</b>					
13 years and under	0	3	4	5	3
14 years	3	0	7	3	2
15 years	8	9	8	7	10
16 years	49	35	50	40	29
17 years	66	55	44	48	50
18 years	69	50	57	60	50
19 years	63	73	57	46	55
20 years	53	51	51	43	44
21 - 24 years	183	177	177	190	168
25 - 34 years	398	351	336	337	297
35 - 44 years	317	347	328	356	335
45 - 54 years	278	275	255	280	259
55 - 64 years	178	140	147	161	149
65 - 69 years	50	50	48	40	50
70 - 74 years	60	51	38	53	43
75 - 79 years	41	55	53	51	38
80 - 84 years	42	50	38	46	37
85 - 89 years	24	24	20	32	25
90 years and over	4	7	15	7	8
Unknown	176	178	174	87	76
Totals	2,062	1,981	1,907	1,892	1,728

<b>Age of Drivers Involved in Single Vehicle Fatal Crashes</b>					
13 years and under	0	2	2	4	0
14 years	3	0	3	1	1
15 years	3	4	3	3	7
16 years	15	11	17	10	14
17 years	25	13	18	15	13
18 years	26	18	20	28	18
19 years	20	29	25	17	22
20 years	15	24	20	14	12
21 - 24 years	74	74	65	70	73
25 - 34 years	127	106	101	85	89
35 - 44 years	82	98	85	121	87
45 - 54 years	67	71	73	62	65
55 - 64 years	40	36	32	38	38
65 - 69 years	8	12	5	16	10
70 - 74 years	11	13	8	13	10
75 - 79 years	11	11	15	13	5
80 - 84 years	4	11	5	8	7
85 - 89 years	0	3	4	4	6
90 years and over	0	0	1	2	1
Unknown	32	53	39	25	23
Totals	563	589	541	549	501

# 5 YEAR

TREND DATA FOR FATALITIES	2000	2001	2002	2003	2004
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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	5	4	0	4	4
11 - 15 years	9	2	5	6	3
16 - 20 years	1	3	1	3	0
21 - 24 years	0	0	2	3	1
25 - 34 years	4	1	3	0	1
35 - 44 years	1	7	3	4	3
45 - 54 years	3	4	1	8	7
55 - 64 years	3	2	0	2	2
65 - 74 years	2	1	3	2	0
75 years and over	1	2	2	0	0
Unknown	0	0	0	0	0
Totals	29	26	20	32	21

## Age of Pedestrians Killed

Under 1 year old	0	0	0	1	1
1 - 3 years	6	2	3	2	3
4 - 10 years	11	11	10	5	5
11 - 15 years	10	8	14	10	3
16 - 20 years	8	9	11	13	11
21 - 24 years	9	5	8	8	7
25 - 34 years	11	22	23	11	18
35 - 44 years	45	32	34	33	26
45 - 54 years	31	28	25	34	20
55 - 64 years	12	10	14	23	11
65 - 74 years	12	9	13	11	9
75 years and over	13	23	16	17	21
Unknown	0	1	2	1	5
Totals	168	160	173	169	140

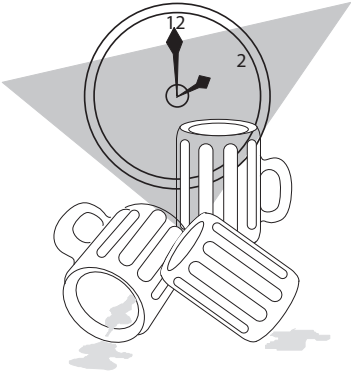
## Action of Pedestrians Killed

Crossing at intersection	21	22	10	18	20
Cross not at intersection	62	47	67	74	41
Getting on/off vehicle	1	2	1	0	1
In road with traffic	19	23	19	16	24
In road against traffic	6	6	4	5	1
Standing or lying in road	15	16	13	12	11
Pushing/working on vehicle	1	3	3	5	3
Other working in road	4	2	0	3	1
Playing in road	0	1	1	0	0
In road for other reason	10	8	16	8	11
Not in road	13	8	11	9	8
Other/Unknown	16	22	28	19	18
Totals	168	160	173	169	139

# 5 YEAR

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

Revised February 19, 2010

HOLIDAY PERIOD	Fatal Crashes	Persons Killed	SUMMARY 2004
<b>Memorial Day</b> 2004 (3) MON 2003 (3) MON 2002 (3) MON 2001 (3) MON 2000 (3) MON	12 [4] 10 [5] 13 [6] 15 [6] 18 [11]	12 [4] 10 [5] 14 [6] 18 [8] 18 [11]	<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 2004</i> experience, deaths averaged <b>3.18</b> per day. Alcohol-related deaths averaged <b>1.00</b> per day.</p> <p>Based on the <i>2004 holiday period</i> experience, deaths averaged <b>4.00</b> per day. Alcohol-related deaths averaged <b>1.58</b> per day.</p> 
<b>Fourth of July</b> 2004 (3) SUN 2003 (3) FRI 2002 (4) THU 2001 (1) WED 2000 (4) TUE	16 [6] 15 [2] 26 [10] 10 [4] 14 [3]	19 [7] 15 [2] 30 [11] 10 [4] 21 [3]	
<b>Labor Day</b> 2004 (3) MON 2003 (3) MON 2002 (3) MON 2001 (3) MON 2000 (3) MON	12 [4] 14 [6] 13 [7] 18 [10] 20 [11]	15 [5] 15 [6] 13 [7] 21 [12] 27 [14]	
<b>Thanksgiving</b> 2004 (4) THU 2003 (4) THU 2002 (4) THU 2001 (4) THU 2000 (4) THU	11 [4] 17 [4] 18 [8] 11 [7] 11 [5]	11 [4] 20 [4] 20 [8] 12 [8] 12 [5]	
<b>Christmas</b> 2004 (3) SAT 2003 (4) THU 2002 (1) WED 2001 (4) TUE 2000 (3) MON	10 [3] 8 [6] 0 [0] 10 [2] 10 [2]	11 [4] 9 [6] 0 [0] 10 [2] 11 [2]	
<b>New Years</b> 2004 (3) SAT 2003 (4) THU 2002 (1) WED 2001 (4) TUE 2000 (3) MON	8 [6] 6 [4] 4 [0] 10 [5] 12 [5]	8 [6] 6 [4] 4 [0] 11 [5] 13 [5]	

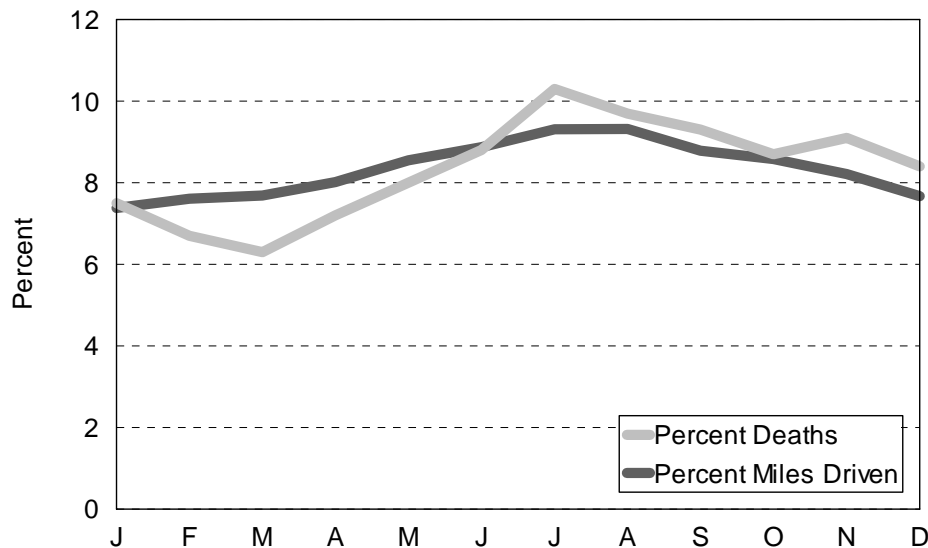
Figures in parentheses in the 1<sup>st</sup> column show number of full days in each holiday period. Deaths are for these days plus six hours of the preceding day.  
 Figures in brackets in the 2<sup>nd</sup> and 3<sup>rd</sup> columns show the number of alcohol-related fatal crashes and deaths.

# 5 YEAR

## MOTOR VEHICLE DEATHS AND MILEAGE BY MONTH

Month	TRAFFIC DEATHS					2004 PERCENTAGES	
	2000	2001	2002	2003	2004	Percent Deaths	Percent Miles Driven
January	121	79	105	97	81	7.0	7.39
February	83	99	101	80	68	5.9	7.63
March	70	102	81	88	63	5.4	7.65
April	107	83	93	100	81	7.0	7.98
May	114	106	112	84	97	8.4	8.52
June	136	113	115	96	106	9.1	8.88
July	135	143	137	132	117	10.1	9.35
August	133	131	110	127	123	10.6	9.34
September	135	143	96	111	116	10.0	8.83
October	124	120	117	122	81	7.0	8.58
November	118	109	102	130	122	10.5	8.16
December	106	100	110	116	104	9.0	7.71
Totals	1,382	1,328	1,279	1,283	1,159	100.0	100.00

Average of Percent Deaths & Percent Miles Driven  
2000 - 2004



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



# 1 YEAR

## 2003 - 2004 SUMMARY TRENDS

- ★ Michigan experienced a **9.7** percent decrease in traffic fatalities, as well as a **5.6** percent decrease in injuries and a **4.7** percent decrease in crashes.
- ★ Deaths among vehicle occupants (drivers and passengers) decreased **7.6** percent.
- ★ Persons sustaining "A" level injuries (the most serious) decreased **6.6** percent.

	2003	2004	% CHANGE
<b>NUMBER OF CRASHES</b>			
Fatal Crashes .....	1,172	1,055	-10.0
Personal Injury Crashes .....	76,598	73,118	-4.5
Property Damage Crashes .....	313,715	298,855	-4.7
<b>Total</b>	<b>391,485</b>	<b>373,028</b>	<b>-4.7</b>
<b>ALCOHOL-INVOLVED CRASHES</b>			
Fatal Crashes .....	362	338	-6.6
Personal Injury Crashes .....	6,247	5,777	-7.5
Property Damage Crashes .....	8,484	8,432	-0.6
<b>Total</b>	<b>15,093</b>	<b>14,547</b>	<b>-3.6</b>
<b>ALCOHOL-INVOLVED FATAL CRASHES</b>			
Had Been Drinking (HBD) .....	362 (30.9%)	338 (32.0%)	-6.6
Had Not (HNBD)/Not Known If Drinking .....	810 (69.1%)	717 (68.0%)	-11.5
<b>PERSONS IN CRASHES</b>			
Killed .....	1,283	1,159	-9.7
Injured .....	105,555	99,680	-5.6
Not Injured .....	524,356	554,547	5.8
Unknown Injury .....	64,903	90,088	38.8
<b>Total</b>	<b>696,097</b>	<b>745,474</b>	<b>7.1</b>
<b>PERSONS IN ALCOHOL-INVOLVED CRASHES</b>			
Killed .....	399	364	-8.8
Injured .....	8,815	8,096	-8.2
Not Injured .....	14,140	16,375	15.8
Unknown Injury .....	2,013	3,024	50.2
<b>Total</b>	<b>25,367</b>	<b>27,859</b>	<b>9.8</b>
<b>PERSONS INJURED BY GENDER</b>			
Male .....	47,705	45,329	-5.0
Female .....	54,950	52,777	-4.0
Unknown Gender .....	2,900	1,574	-45.7
<b>Total</b>	<b>105,555</b>	<b>99,680</b>	<b>-5.6</b>
<b>PERSONS INJURED BY SEVERITY</b>			
"A" Injury .....	9,920	9,270	-6.6
"B" Injury .....	24,952	22,456	-10.0
"C" Injury .....	70,683	67,954	-3.9
<b>Total</b>	<b>105,555</b>	<b>99,680</b>	<b>-5.6</b>

**Note:** The 2000 thru 2004 information provided for alcohol contains data for alcohol-related crashes only.

# 1

## YEAR 2003 - 2004 SUMMARY TRENDS (continued)

	2003	2004	% CHANGE
<b>PERSONS KILLED BY GENDER</b>			
Male .....	824	767	-6.9
Female .....	441	384	-12.9
Unknown Gender .....	18	8	-55.6
<b>Total</b>	<b>1,283</b>	<b>1,159</b>	<b>-9.7</b>
<b>PERSONS KILLED</b>			
Driver .....	696	613	-11.9
Passenger .....	269	277	3.0
Pedestrian .....	169	140	-17.2
Bicyclist .....	32	21	-34.4
Motorcyclist .....	76	79	3.9
Farm Equipment .....	1	2	100.0
Train Engineer .....	0	0	0.0
Snowmobile .....	13	14	7.7
ORV/ATV .....	11	12	9.1
Other/Unknown .....	16	1	-93.8
<b>Total</b>	<b>1,283</b>	<b>1,159</b>	<b>-9.7</b>
<b>RESTRAINT USE BY DRIVER</b>			
"Reported Restrained" - Killed .....	349	312	-10.6
"Reported Not Restrained" - Killed .....	260	226	-13.1
"Reported Restrained" - Injured .....	64,065	61,587	-3.9
"Reported Not Restrained" - Injured .....	3,782	3,325	-12.1
<b>RESTRAINT USE BY INJURED PASSENGER</b>			
"Reported Restrained" - Killed .....	128	138	7.8
"Reported Not Restrained" - Killed.....	107	93	-13.1
"Reported Restrained" - Injured .....	18,307	19,416	6.1
"Reported Not Restrained" - Injured .....	3,203	2,715	-15.2
<b>DRIVER AGE 16-19 INVOLVED</b>			
Fatal Crashes .....	183	175	-4.4
Personal Injury Crashes .....	16,990	16,034	-5.6
Property Damage Crashes .....	54,080	51,361	-5.0
<b>Total All Crashes</b>	<b>71,253</b>	<b>67,570</b>	<b>-5.2</b>
Persons Killed .....	213	206	-3.3
Persons Injured .....	25,115	23,278	-7.3
<b>DRIVER AGE 65 &amp; OVER INVOLVED</b>			
Fatal Crashes .....	221	192	-13.1
Personal Injury Crashes .....	9,552	9,290	-2.7
Property Damage Crashes .....	32,169	31,687	-1.5
<b>Total All Crashes</b>	<b>41,942</b>	<b>41,169</b>	<b>-1.8</b>
Persons Killed .....	246	209	-15.0
Persons Injured .....	13,880	13,565	-2.3

## MORE MICHIGAN CRASH FACTS

CRASH FACTS	2003	2004	% Change
Licensed Drivers	7,187,093	7,225,851	0.5
Registered Vehicles in Michigan	8,708,688	8,578,224	-1.5
Michigan Population	10,079,985	10,112,620	0.3
Drivers Involved in Crashes	635,096	635,913	0.1
Vehicles Involved in Crashes	635,767	635,913	0.0
Occupants Involved in Crashes	818,272	803,839	-1.8
Estimated MV Mileage Traveled (thousands)	100,191,958	101,820,238	1.6
Death Rate Per 100 Million Vehicle Miles	1.3	1.1	-15.4
Fatal Crash Rate Per 100 Million Veh Miles	1.2	1.0	-16.7

Vehicle mileage increased 1.6 percent and the death rate per 100 million vehicle miles decreased 15.4 percent to 1.1.



## 2004 COST OF CRASHES IN MICHIGAN

The cost estimate for Michigan crashes in 2004 is **\$9,366,721,300**. This estimate is based on the National Safety Council's cost estimating procedures. Average comprehensive costs are based on the following figures:

Comprehensive Costs, 2004 *	
Death .....	\$3,760,000
Incapacitating injury .....	\$188,000
Nonincapacitating evident injury .....	\$48,200
Possible injury .....	\$22,900
No injury .....	\$2,100

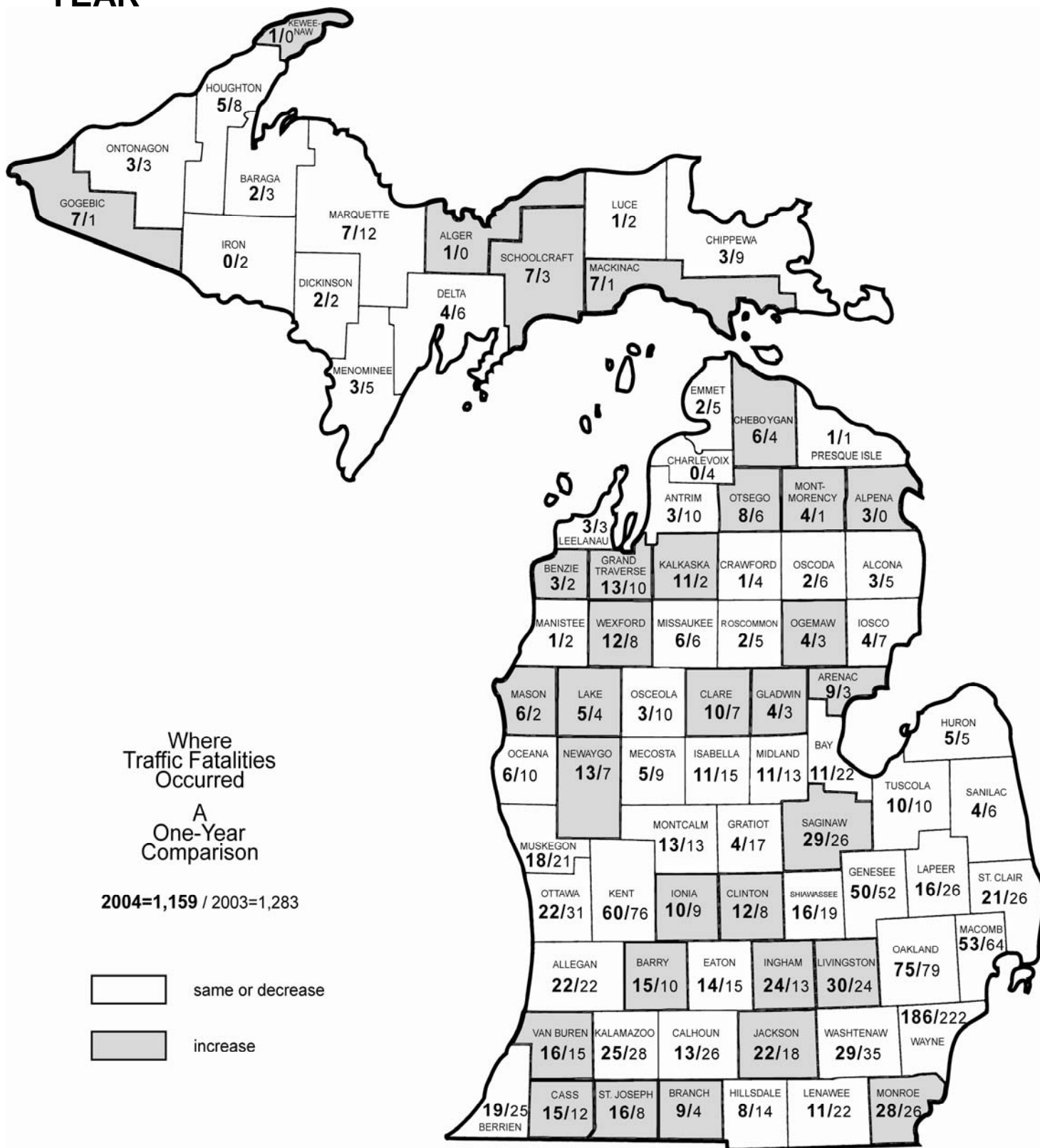
These cost estimates are not intended for comparisons to previous years. Deaths and injuries are calculated by number of persons. "No injury" is calculated per crash.

\* Information on the cost of crashes was provided by the National Safety Council on December 22, 2005.

# 1

## YEAR

### WHERE TRAFFIC FATALITIES OCCURRED



## MOTOR VEHICLE TRAFFIC DEATHS IN MICHIGAN BY MONTH

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
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	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
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
2004	81	68	63	81	97	106	117	123	116	81	122	104	1,159

## 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
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
2004	1,159	99,680	373,028	101,820.2	8,578,224	1.1

\* Excludes trailers and trailer coaches, and includes moped