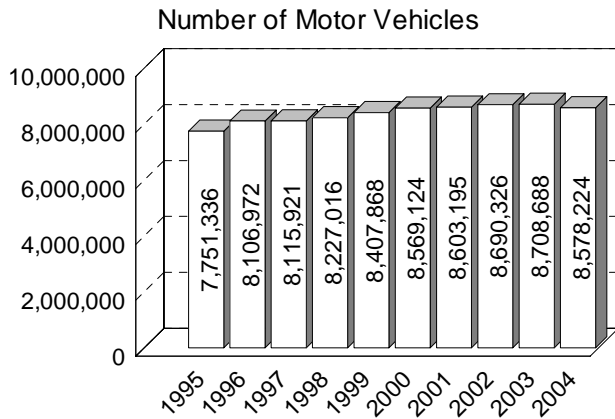


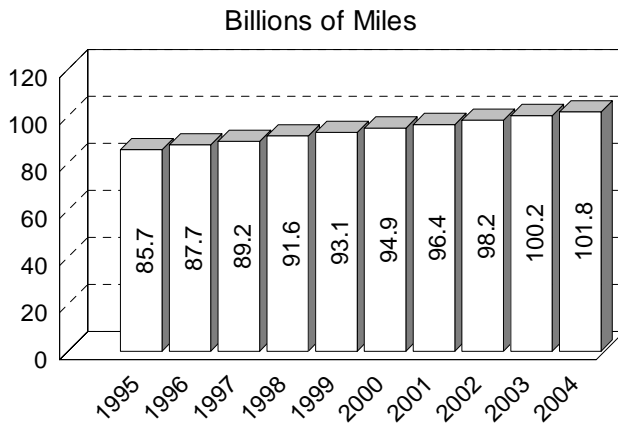
10 YEAR

VEHICLE REGISTRATIONS



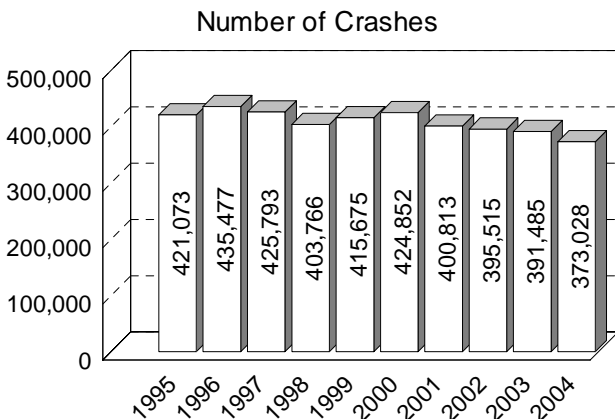
Vehicle registrations dropped for the first time in the ten year period in 2004.

VEHICLE MILES TRAVELED



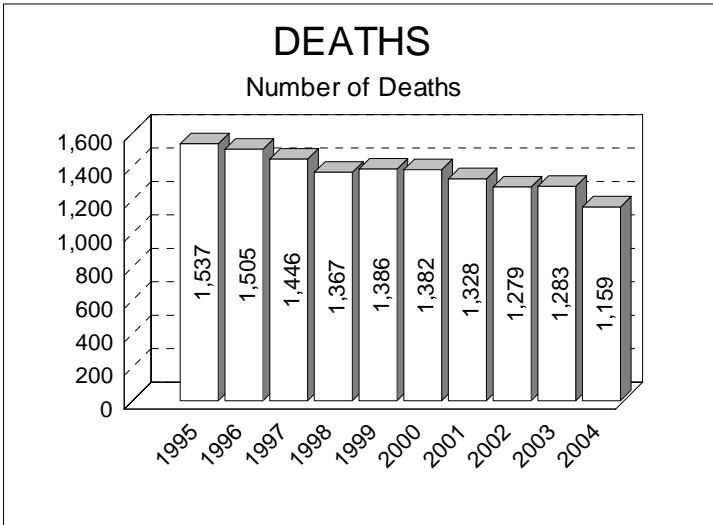
Vehicle miles traveled have increased 18.8 percent since 1995, reaching 101.82 billion miles in 2004.

CRASHES

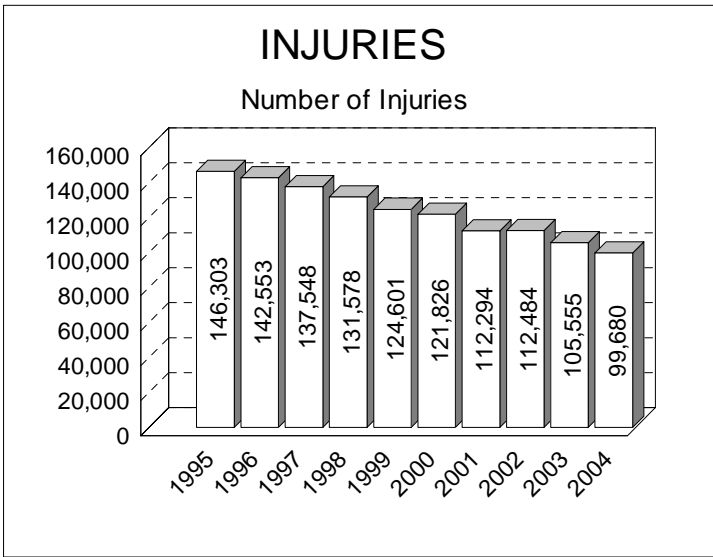


There were 373,028 total crashes statewide in 2004, a 11.4 percent decrease from 1995.

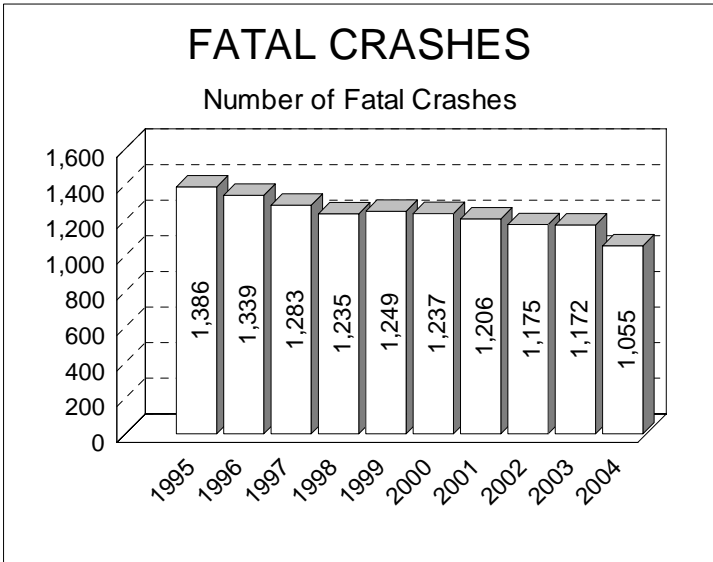
10 YEAR TRENDS (continued)



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.

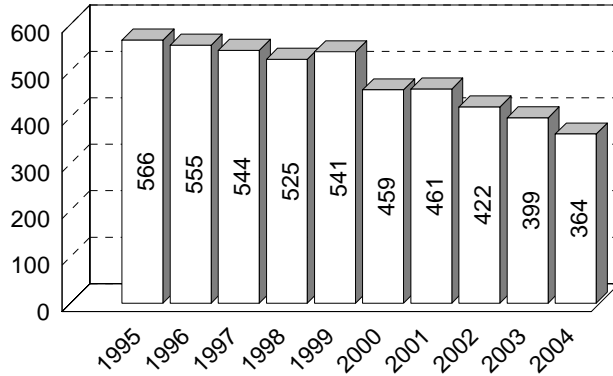


In 2004, there were 1,055 fatal crashes, down 23.9 percent from 1,386 in 1995.

10 YEAR

HBD FATALITIES

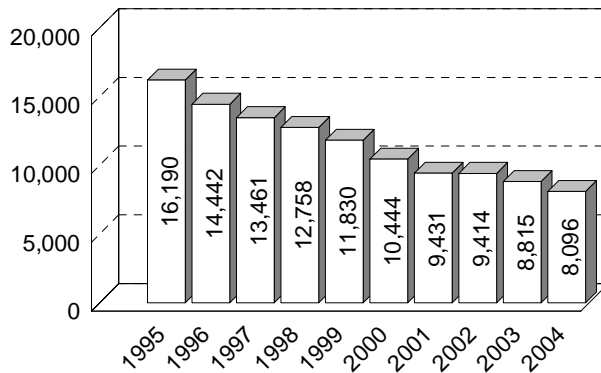
Number of HBD Fatalities



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

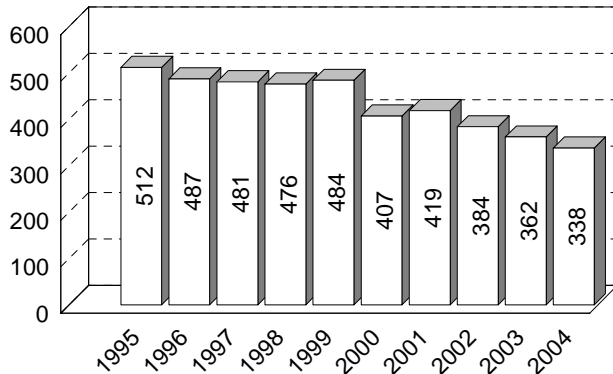
Number of HBD Injuries



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

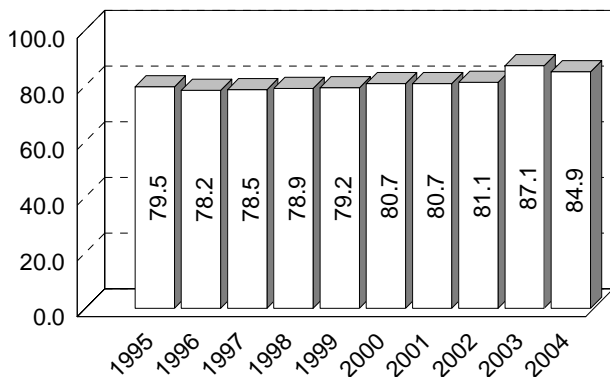


Alcohol involvement in fatal crashes has also decreased over the ten-year period. In 2004, there were 338 HBD fatal crashes.

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

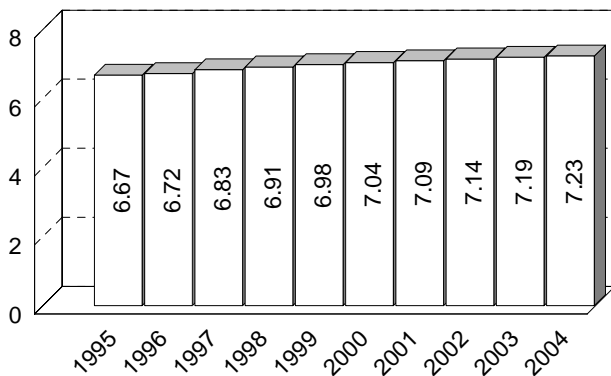


10 YEAR TRENDS (continued)

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

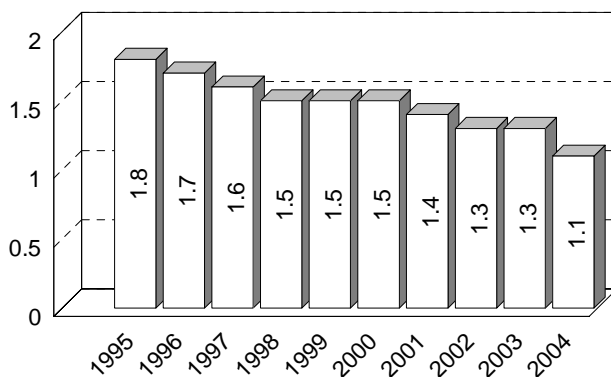
Licensed Drivers in Millions



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

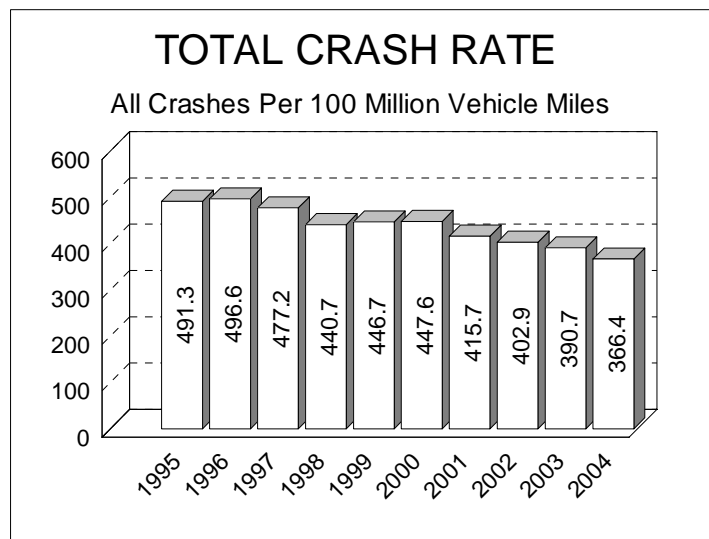
MILEAGE DEATH RATE

Deaths Per 100 Million Vehicle Miles

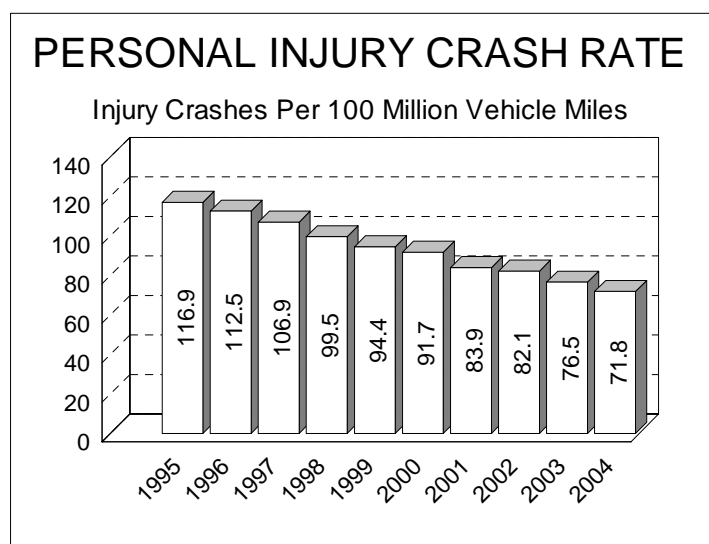


The 1.1 death rate in 2004 is a 38.9 percent decrease from the ten-year high of 1.8 in 1995, and a new all-time low.

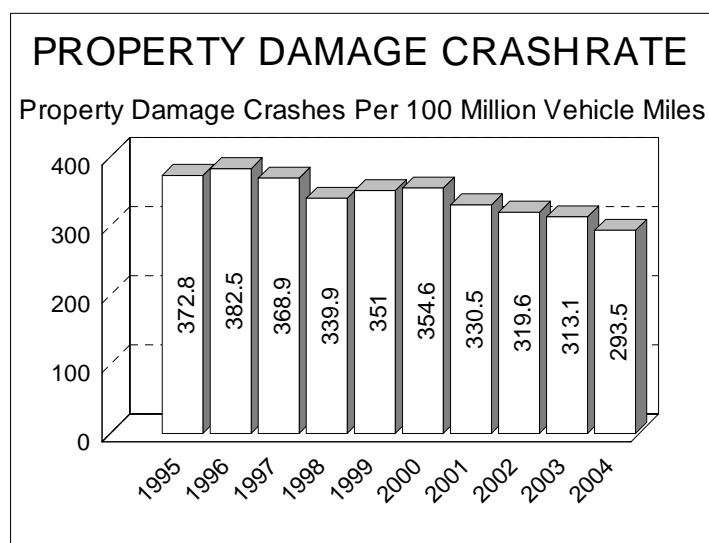
10 YEAR



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



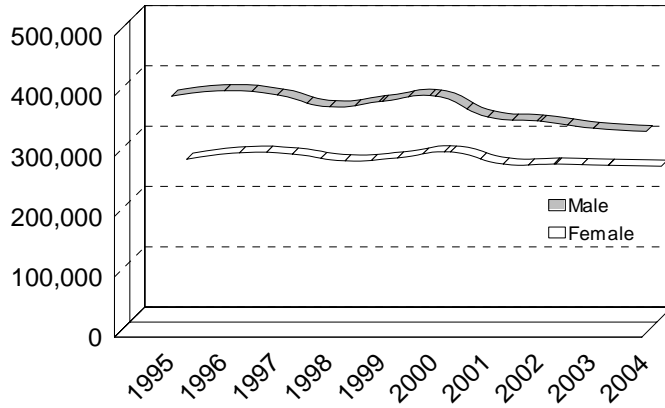
The personal injury crash rate has been steadily decreasing since 1995. The 71.8 personal injury crash rate in 2004 is a 38.6 percent decrease from 1995.



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

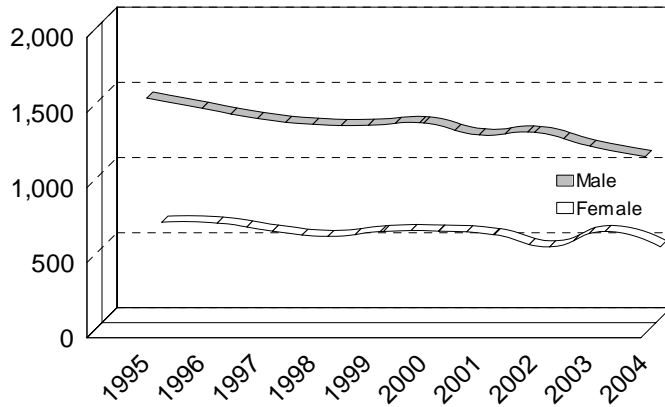


10 YEAR TRENDS (continued)



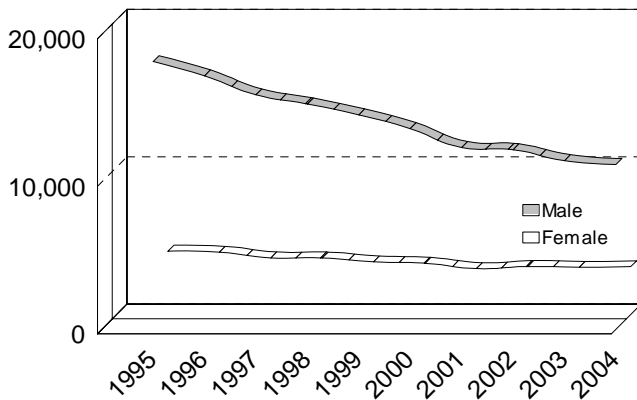
MALE vs. FEMALE DRIVERS

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

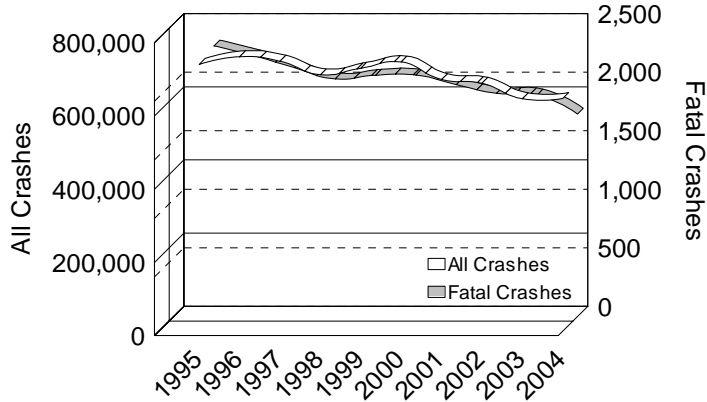
Note: The 2004 information provided for alcohol contains data for alcohol-related crashes only. This figure DOES NOT include the combined number for alcohol- and drug-related crashes as had been reported prior to 2000.

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

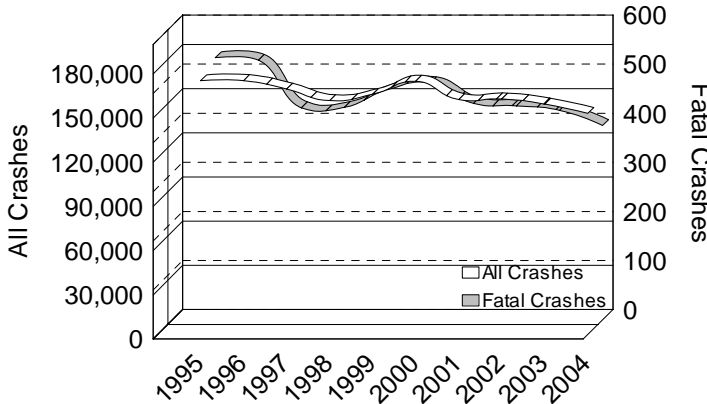


10 YEAR TRENDS (continued)



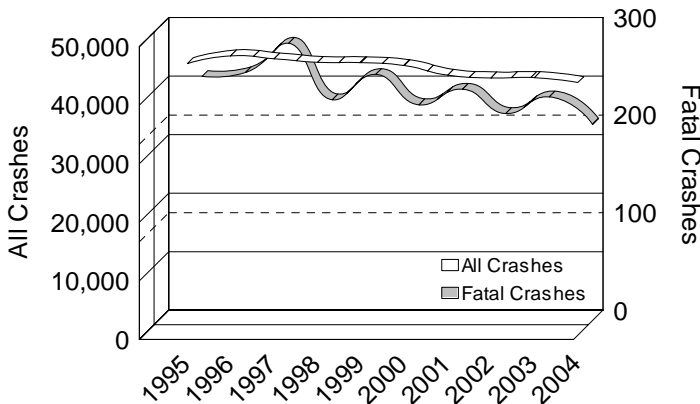
TEEN/YOUNG ADULT DRIVERS

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.

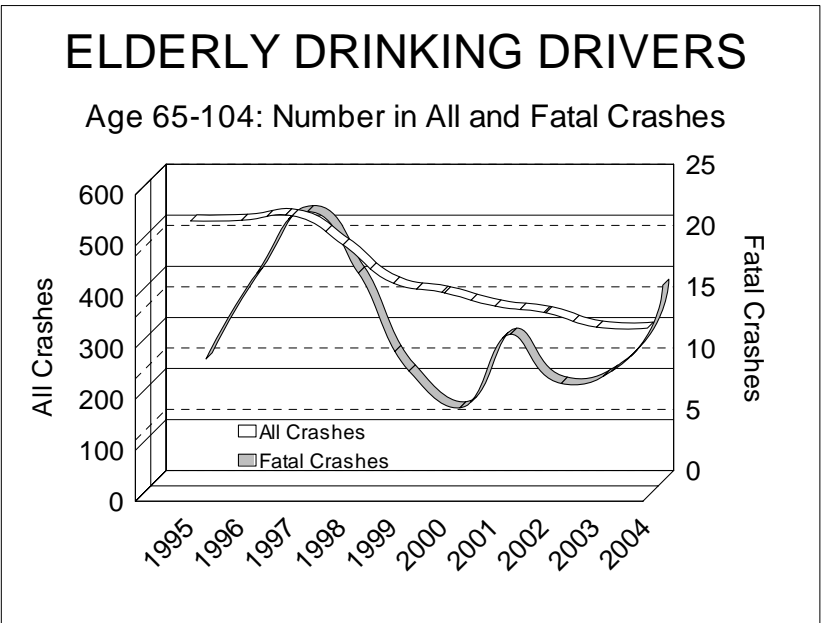
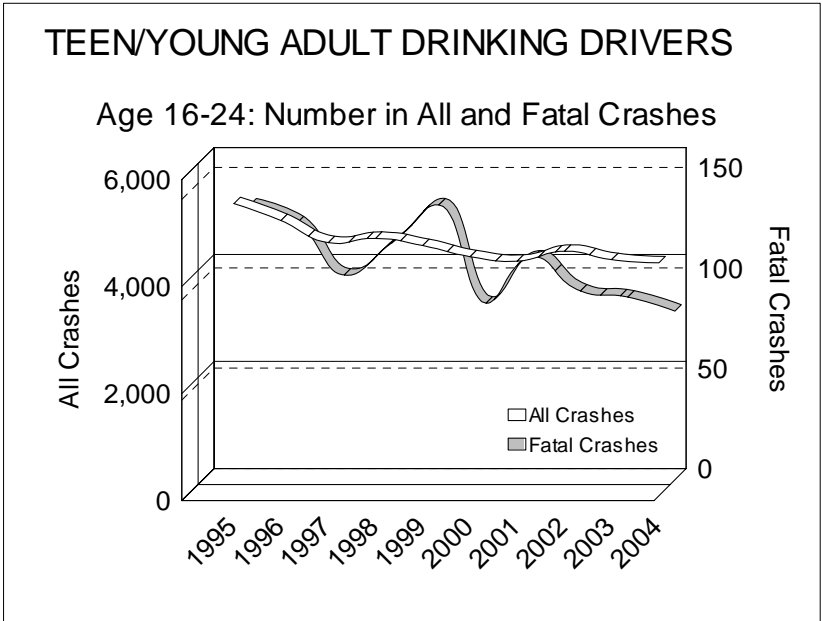
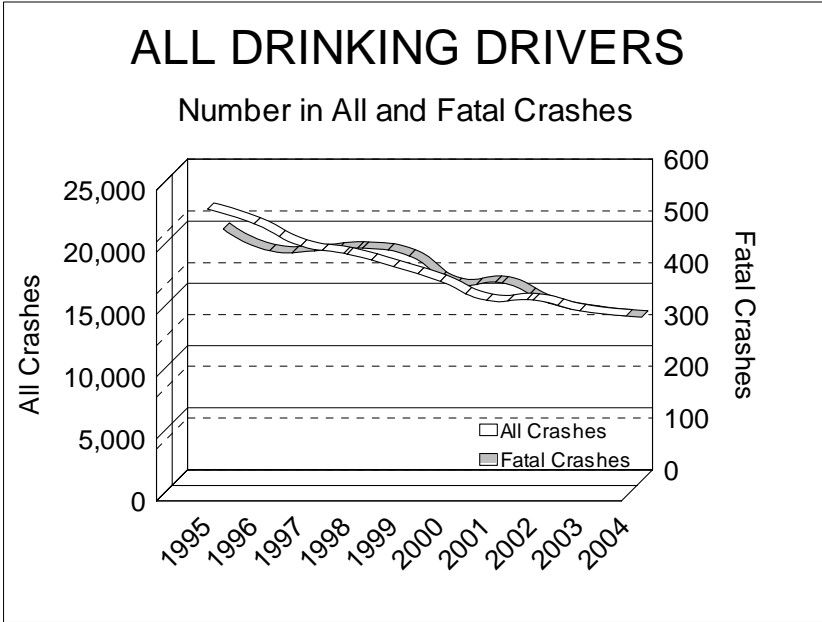
The number of teen/young adult drivers in all crashes has decreased by 12.9 percent since 1995. Their involvement in fatal crashes decreased 25.8 percent during the same time period.

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

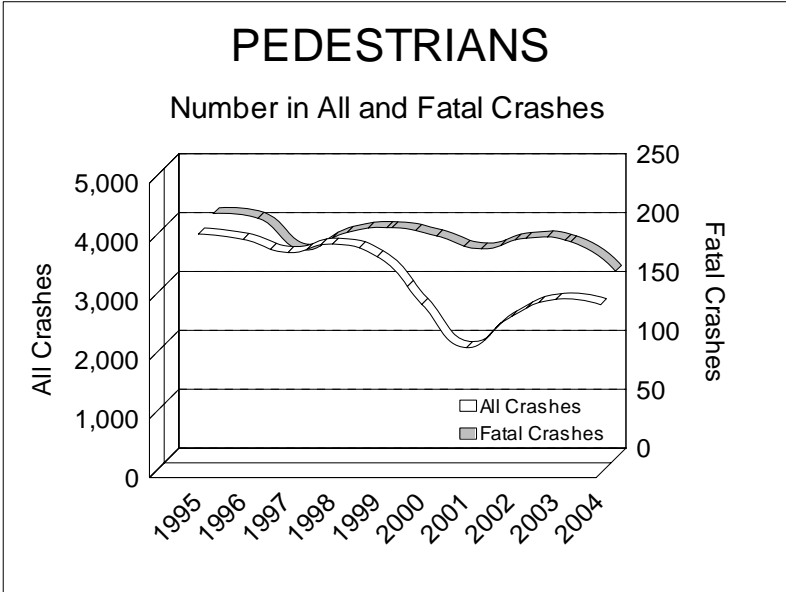
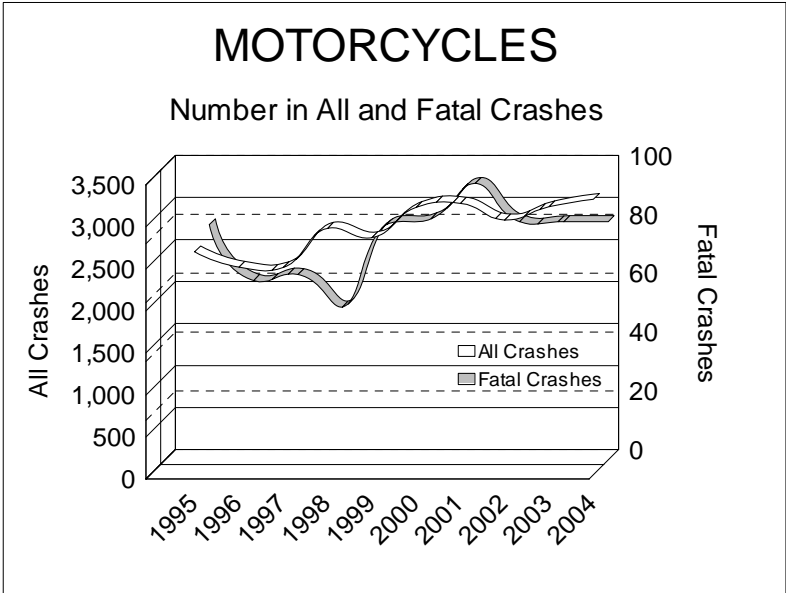
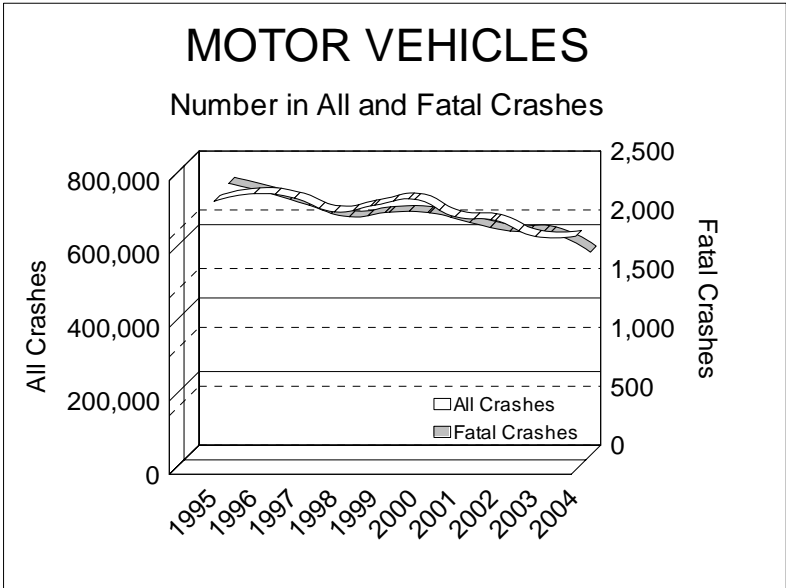
Following the trend for all drinking drivers, the number of teen/young adult drinking drivers (age 16-24) in all crashes decreased by 20.3 percent, and their involvement in fatal crashes decreased by 38.7 percent from 1995.

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

MOTOR VEHICLES		
	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.

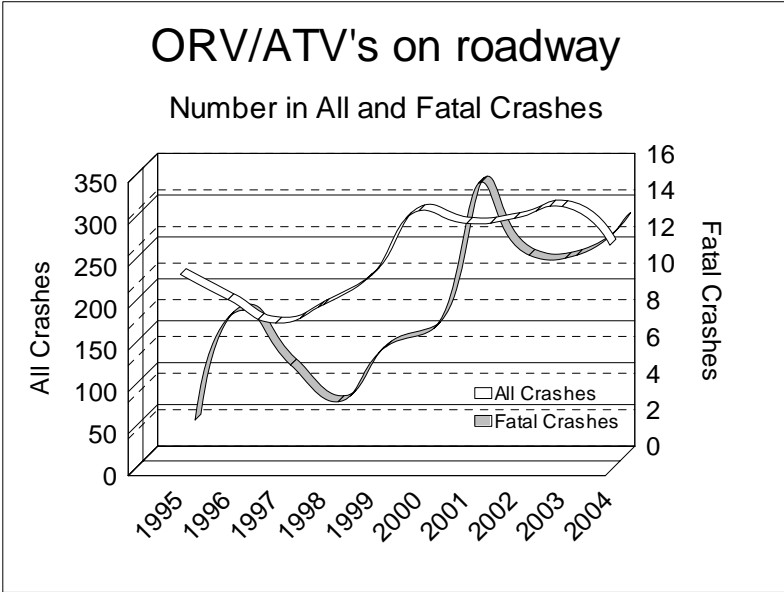
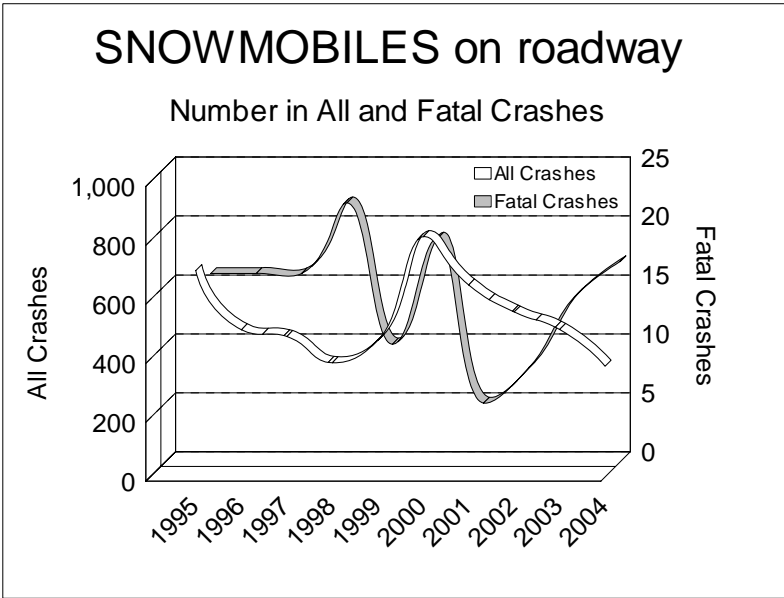
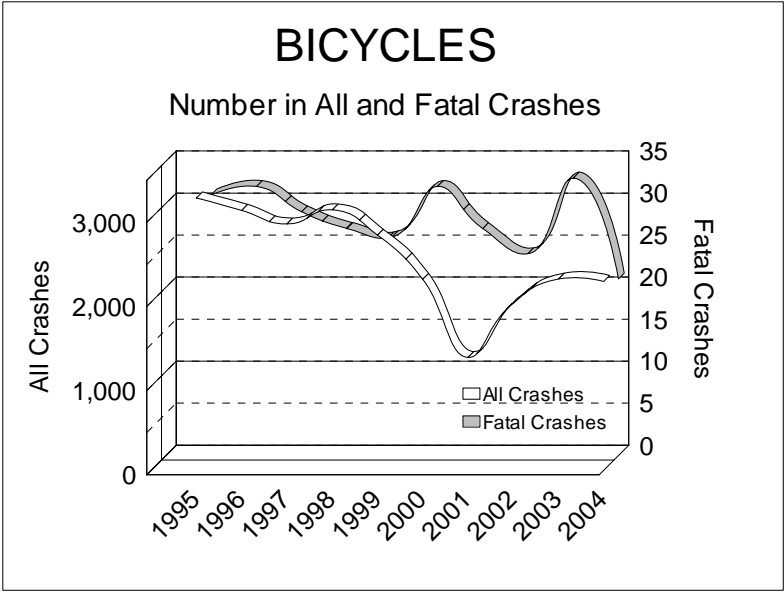
MOTORCYCLES		
	All Crashes	Fatal Crashes
1995	2,651	80
1996	2,468	61
1997	2,465	63
1998	2,931	52
1999	2,820	80
2000	3,180	82
2001	3,228	94
2002	3,030	81
2003	3,187	81
2004	3,276	81

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

PEDESTRIANS		
	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

BICYCLES		
	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.

SNOWMOBILES on Michigan roadways		
	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

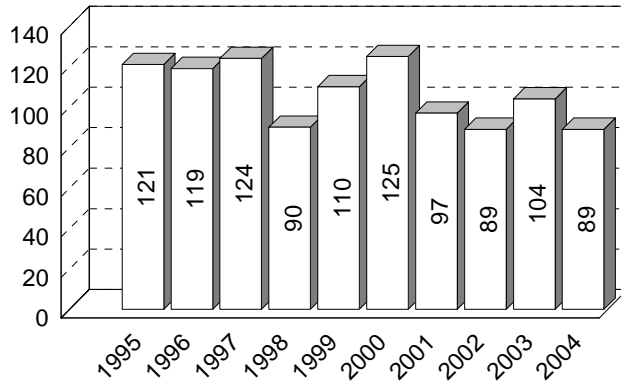
There were 17 snowmobiles involved in fatal crashes on Michigan public roadways in 2004.

ORV/ATV's on Michigan roadways		
	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

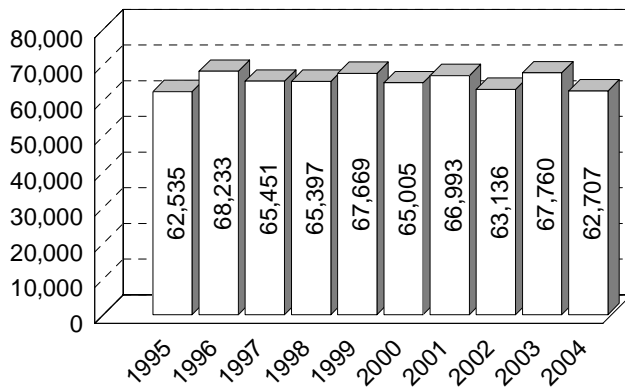


10 YEAR TRENDS (continued)

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

VEHICLE-DEER CRASHES

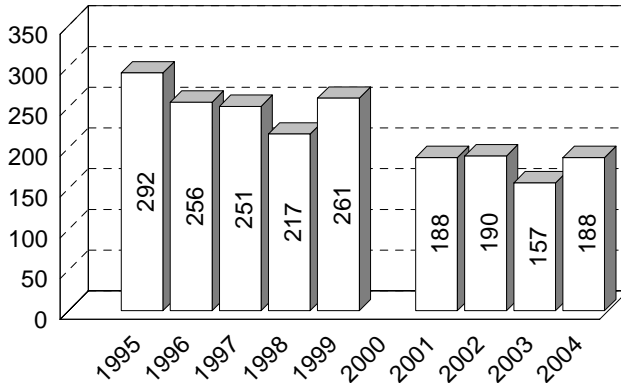
Number of Crashes



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

FARM EQUIPMENT CRASHES

Number of Crashes

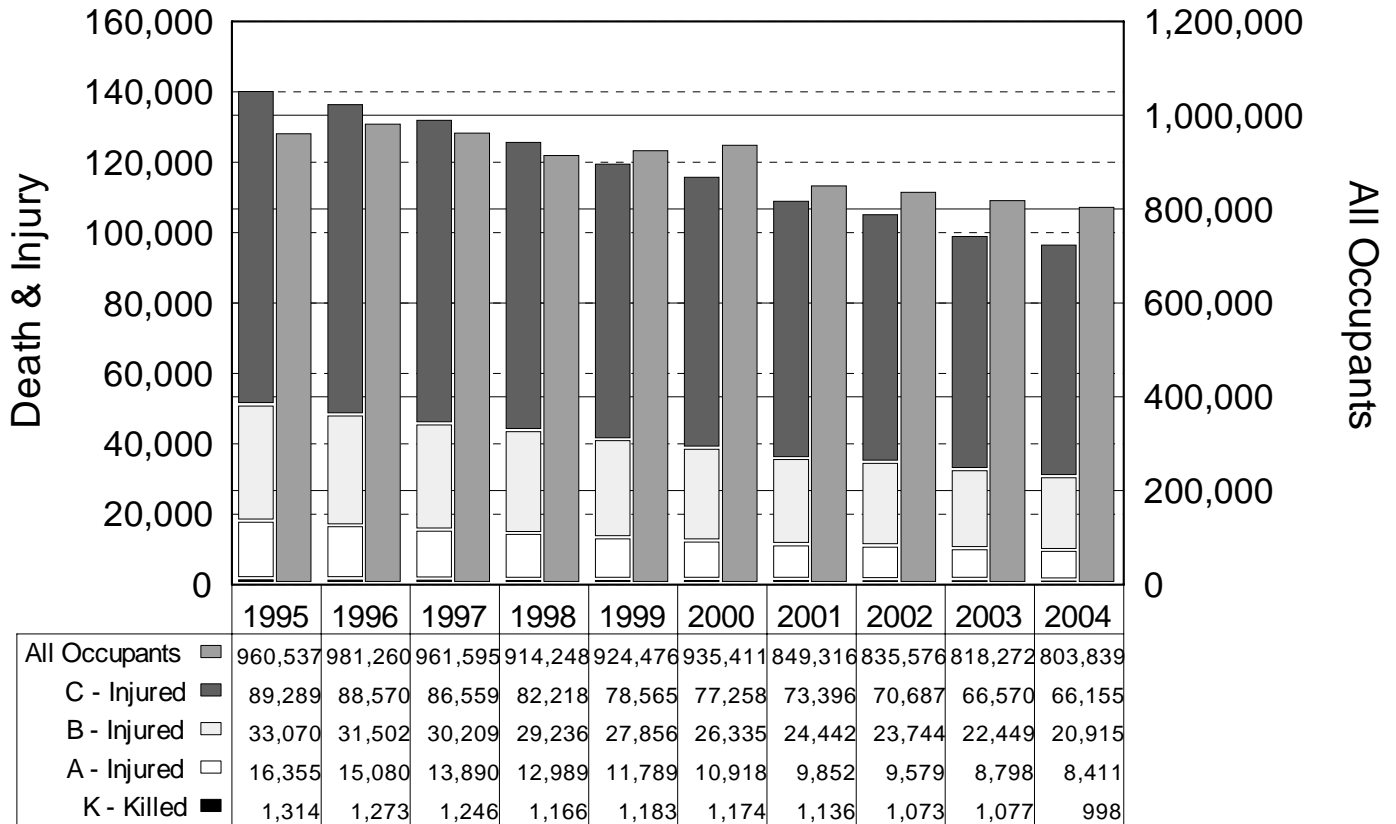


Data not available for calendar year 2000 farm equipment crashes. Please refer to that year's book for details.

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

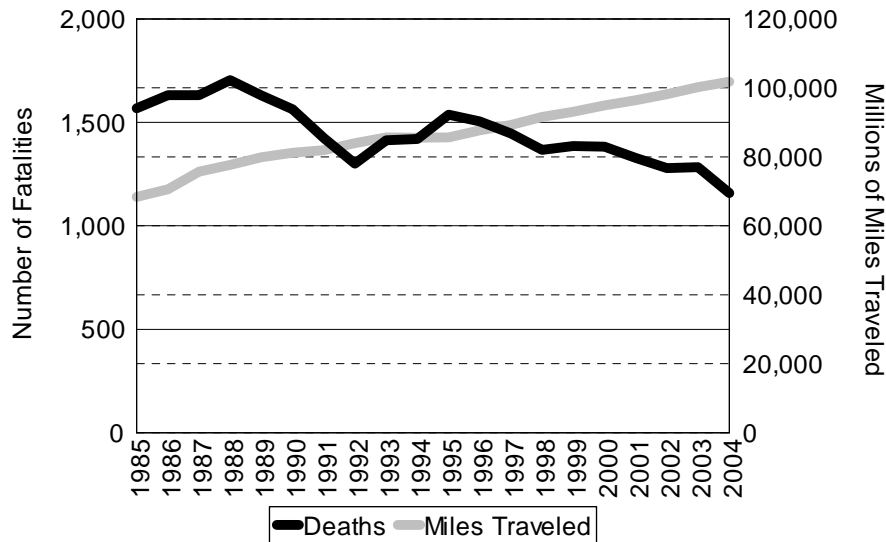
DEATH AND INJURY PER CRASH-INVOLVED OCCUPANT



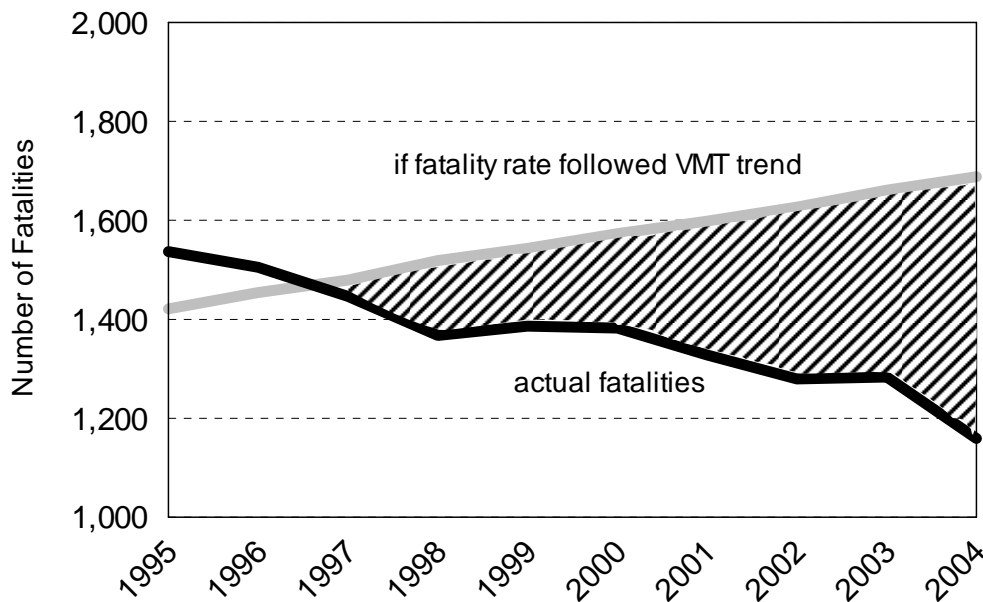
The proportion of death and injury to crash-involved occupants has decreased over the last ten years. In 2004, 998 occupants of motor vehicles were fatally injured, 8,411 suffered an A (incapacitating) injury, 20,915 sustained a B (nonincapacitating) injury, and 66,155 sustained a C (possible) injury.

10 YEAR

FATALITIES AND VMT TRENDS



10 Year Highlight



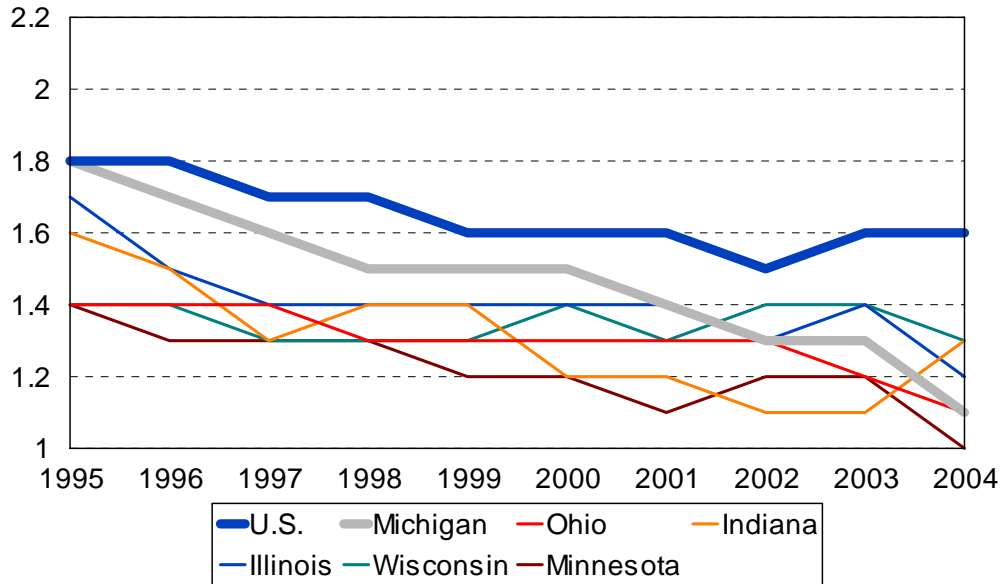
In the 1980s, the number of traffic fatalities had been steadily increasing, following the VMT trend. A reversal in the fatality rate began in 1989, with actual fatalities remaining near or below the VMT trend, diverging at its widest point with a decrease to, 1,159 fatalities in 2004. A projection of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

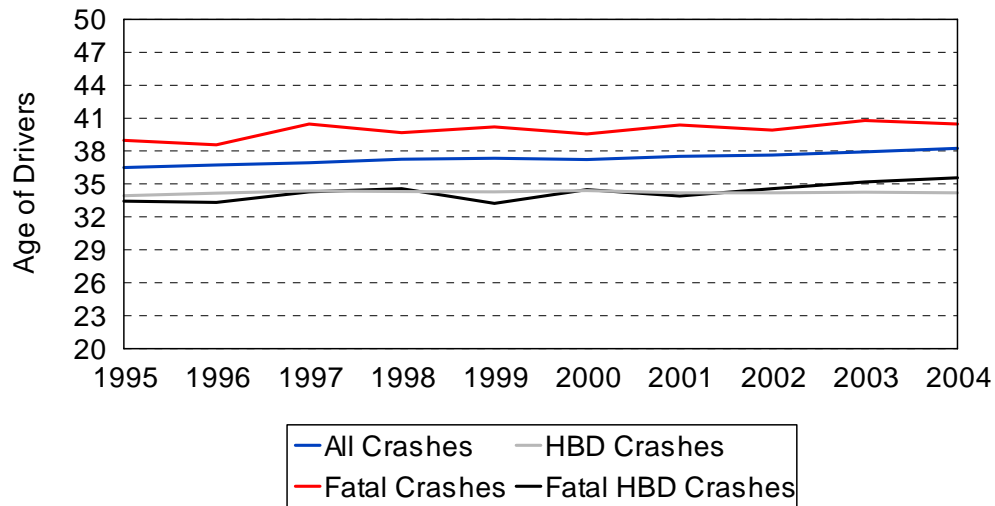
Year	U.S. Persons Killed	Michigan Persons Killed	Ohio Persons Killed	Indiana Persons Killed	Illinois Persons Killed	Wisconsin Persons Killed	Minnesota Persons Killed
1995	43,363	1,537	1,357	960	1,586	739	597
1996	43,649	1,505	1,395	982	1,477	759	576
1997	43,458	1,446	1,439	936	1,393	721	600
1998	43,501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

