

Auto Crash Statistics

2000-2009 Michigan Traffic Crashes

<u>Year</u>	<u>Crashes</u>	<u>Fatal Crashes</u>	<u>Persons Killed</u>	<u>Injuries</u>
2000	424,867	1,237	1,382	121,832
2001	400,813	1,206	1,328	112,292
2002	395,515	1,175	1,279	112,484
2003	391,486	1,172	1,283	105,555
2004	373,028	1,055	1,159	99,680
2005	350,838	1,030	1,129	90,510
2006	315,322	1,002	1,084	81,942
2007	324,174	987	1,084	80,576
2008	316,057	915	980	74,568
2009	290,978	806	871	70,931

Source: Michigan Department of State Police

Fatalities By State 2008-2007

	<u>2008</u>	<u>2007</u>		<u>2008</u>	<u>2007</u>
Alabama	966	1,110	Montana	229	277
Alaska	62	82	Nebraska	208	256
Arizona	937	1,071	Nevada	324	373
Arkansas	600	649	New Hampshire	139	129
California	3,434	3,995	New Jersey	590	724
Colorado	548	554	New Mexico	366	413
Connecticut	264	296	New York	1,231	1,332
Delaware	121	117	North Carolina	1,433	1,676
D.C.	34	44	North Dakota	104	111
Florida	2,978	3,213	Ohio	1,190	1,255
Georgia	1,493	1,641	Oklahoma	749	766
Hawaii	107	138	Oregon	416	455
Idaho	232	252	Pennsylvania	1,468	1,491
Illinois	1,043	1,248	Rhode Island	65	69
Indiana	814	898	South Carolina	920	1,077
Iowa	412	446	South Dakota	119	146
Kansas	385	416	Tennessee	1,035	1,211
Kentucky	826	864	Texas	3,382	3,466
Louisiana	912	993	Utah	275	299
Maine	155	183	Vermont	73	66
Maryland	591	614	Virginia	824	1,027
Massachusetts	363	434	Washington	521	432
Michigan	980	1,087	West Virginia	380	571
Minnesota	456	510	Wisconsin	605	432
Mississippi	783	884	Wyoming	159	150
Missouri	960	992	Countrywide	37,261	41,259

Source: National Highway Traffic Safety Administration

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Young Drivers

Younger drivers are two times as likely to be involved in a traffic accident, compared to motorists aged 55-64. Statistics also indicate that young driver crashes tend to be more deadly.

While drivers under age 24 represent 14 percent of licensed drivers, they are involved in 22 percent of traffic accident each year.

Also, 16- to 24-year-old drivers have a greater involvement in fatal accidents than most other age groups.

A younger person who is the principal driver of a motor vehicle typically pays 40 to 200 percent more for auto insurance than older drivers.



Michigan Traffic Accident Data 2009

<u>Age</u>	<u># Licensed Drivers</u>	<u># of Drivers Involved In Accidents</u>	<u>Rate of Driver Involvement In All Accidents</u>	<u># of Drivers Involved In Fatal Accidents</u>	<u>Rate of Driver Involvement In Fatal Accidents</u>
16-24	996,196	105,919	1:9	238	1:4185
25-34	1,093,744	80,072	1:13	223	1:4904
35-44	1,20,473	78,325	1:15	203	1:5923
45-54	1,399,099	77,744	1:17	223	1:6273
55-64	1,165,323	52,277	1:22	138	1:8444
65-74	672,219	24,024	1:27	74	1:9084
75+	497,780	15,333	1:32	108	1:4609

Source: Michigan Department of State Police,
Michigan Department of State

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Graduated Licensing in Michigan

What is Graduated Licensing?

Graduated Driver Licensing (GDL) is a driver licensing system designed to teach teens to drive by gradually increasing their driving privileges as they advance through the system. GDL consists of two segments of driver education instruction and three licensing levels.

The driver education course is made up of Segment 1, which consists of a minimum of 24 hours of classroom instruction and a minimum of 6 hours behind-the-wheel training, and Segment 2, which consists of a minimum of 6 hours of classroom instruction,

designed to provide teens with defensive driving skills.



The three licensing levels in GDL are: a supervised learner's license (Level 1), an intermediate license that limits unsupervised nighttime driving (Level 2), and a full-privilege driver license (Level 3) issued after a teen driver has

successfully completed all previous instructional and driving requirements. GDL license levels 1 and 2 have certain restrictions to limit teens' driving exposure to high-risk situations and help protect them while they are learning to drive.

GDL Suspensions

Teens ticketed and convicted of violating the restrictions in their GDL licenses will be referred for a driver assessment reexamination by the Michigan Department of State. Depending on the nature of the violation, the department may suspend the teen's license for 30 days up to a year. Any suspension action taken

against the license may also significantly delay a teen's advancement through GDL.

Level 1

- Must be 14 years, 9 months of age
- Pass a vision exam
- Health standards
- Written approval of parents
- May drive only with parent or designated adult age 21 or older.

Level 2

- 16 years of age
- 90 days crash violation free prior to application for Level 2
- May drive without supervision except from midnight to 5 a.m.
- Driving is permitted from midnight to 5 a.m. only if driving to and from employment or with a parent or designated adult age 21 or older.

Level 3

- 17 years of age
- Minimum of 6 months at Level 2
- 12 consecutive months of violation/crash free driving at Level 1/Level 2 prior to application for Level 3 license
- Full driving privileges with no restrictions.

Teen Fatal Crash Rates

The fatal crash rate for 16-year-old drivers declined sharply after states began enacting graduated licensing laws in the 1990s, according to the Michigan Office of Highway Safety Planning. The number of fatal crashes involving young drivers has decreased 24.3 percent since 1997.

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Reported Traffic Crashes

By County - 2009

	<u>All</u>	<u>Fatal</u>	<u>Injury</u>	<u>All</u>	<u>Fatal</u>	<u>Injury</u>	
Alcona	596	3	46	Keweenaw	94	2	8
Alger	316	2	63	Lake	438	1	50
Allegan	3,407	7	564	Lapeer	3,056	5	392
Alpena	899	3	106	Leelanau	580	1	78
Antrim	934	2	106	Lenawee	2,548	10	470
Arenac	898	5	109	Livingston	4,906	14	946
Baraga	356	0	49	Luce	197	1	22
Barry	1,997	8	279	Mackinac	559	6	75
Bay	3,127	10	633	Macomb	20,797	37	4,337
Benzie	597	1	62	Manistee	932	2	114
Berrien	4,845	15	900	Marquette	2,025	3	348
Branch	1,829	9	194	Mason	1,445	4	193
Calhoun	5,026	17	707	Mecosta	2,100	6	236
Cass	1,571	7	237	Menominee	1,025	2	115
Charlevoix	1,052	1	101	Midland	2,700	9	501
Cheboygan	998	2	164	Missaukee	596	3	76
Chippewa	1,071	5	147	Monroe	3,689	14	749
Clare	1,235	6	179	Montcalm	2,726	3	346
Clinton	2,641	6	322	Montmorency	343	0	45
Crawford	603	1	99	Muskegon	4,481	14	911
Delta	1,632	1	189	Newaygo	1,601	6	226
Dickinson	1,031	3	117	Oakland	33,255	51	6,687
Eaton	3,585	18	482	Oceana	981	4	158
Emmet	1,353	3	208	Ogemaw	973	1	129
Genesee	10,865	33	2,404	Ontonagon	341	0	41
Gladwin	860	3	101	Osceola	1,151	3	127
Gogebic	280	1	58	Oscoda	302	1	38
Grand Traverse	3,298	5	534	Otsego	849	4	167
Gratiot	1,933	6	194	Ottawa	6,672	16	1,187
Hillsdale	1,828	5	241	Presque Isle	559	4	40
Houghton	1,069	3	176	Roscommon	859	5	135
Huron	1,863	2	186	Saginaw	5,868	8	995
Ingham	8,493	12	1,586	St. Clair	3,812	16	744
Ionia	2,294	10	253	St. Joseph	1,819	12	296
Iosco	774	3	122	Sanilac	1,685	10	156
Iron	569	4	64	Schoolcraft	425	0	49
Isabella	3,022	9	417	Shiawassee	2,335	6	374
Jackson	5,583	12	894	Tuscola	1,977	11	304
Kalamazoo	8,191	16	1,371	Van Buren	2,531	10	459
Kalkaska	653	5	104	Washtenaw	9,755	25	1,900
Kent	17,815	55	3,376	Wayne	45,691	149	9,742
				Wexford	1,311	8	173
				TOTAL	290,978	806	52,283

Source: Michigan Department of State Police
2010 IIM Fact Book

Auto Crash Statistics

Vehicle-Deer Crashes

Vehicle-deer crashes in Michigan cause at least \$130 million in damage annually or an average of \$2,125 per vehicle.

In 2009, Michigan experienced an increase in the number of total vehicle-deer crashes, which are still at their lowest level since 1995. According to the Michigan State Police Criminal Justice Information Center, there were 61,486 vehicle-deer crashes in 2009, up from 61,010 in 2008. However, officials note that many crashes also go unreported, so actual crash numbers are much higher.

In 2009, Kent County took the top spot in the number of deer crashes with 2,164. Oakland County was second with 1,947. The remaining top 10 were Jackson (1,877); Calhoun (1,659); Lapeer (1,455); Montcalm (1,641); Clinton (1,428); Genesee (1,420) and Eaton (1,384).

More than 20 percent of all crashes in Michigan involve deer. Last year, 10 motorists were killed and 1,416 were injured as the result of a vehicle-deer crash.

Nearly half of all vehicle-deer crashes occur in the October-to-December mating season when deer are very active, and crashes spike again in spring when the season's first grass appears along highway right-of-ways.

The Michigan Deer Crash Coalition (MDCC), a group formed in 1996 to reduce vehicle-deer crashes in Michigan, is comprised of representatives from the insurance industry, government, state police, traffic safety and business.

If a crash with a deer is unavoidable, the MDCC recommends drivers:

- DON'T SWERVE!
- Brake firmly.
- Hold onto the steering wheel.
- Come to a controlled stop.
- Steer your vehicle well off the roadway.

The MDCC says motorists can help avoid dangerous encounters with deer by heeding the following tips:

- Watch for deer especially at dawn and dusk, especially during the fall mating season. In spring, deer will move from cover to find food, and back to cover. Often they will feed along road rights-of-way, where grass greens up first.
- If you see one deer, approach cautiously, as there may be more out of sight.
- Deer often travel single file, so if you see one cross a road, chances are more are nearby waiting to cross, too. When startled by an approaching vehicle, they can panic and dart out from any direction without warning.
- Be alert all year long, especially on two-lane roads. Watch for deer warning signs. They are placed at known deer-crossing areas and serve as a first alert that deer may be near.

Vehicle-Deer Crashes 2003-2009

<u>Accidents</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
Number of deer crashes	67,760	62,707	58,741	60,875	61,907	61,010	61,486
Number of fatalities	11	3	9	12	11	12	10
Number of injuries	1,913	1,647	1,500	1,676	1,614	1,648	1,416

Source: Michigan Department of State Police

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Vehicle-Deer Crashes By County

	<u>2009</u>	<u>2008</u>		<u>2009</u>	<u>2008</u>
Alcona	441	525	Keweenaw	40	27
Alger	119	127	Lake	260	290
Allegan	1,118	1,108	Lapeer	1,455	1,364
Alpena	388	379	Leelanau	254	253
Antrim	474	454	Lenawee	781	767
Arenac	545	530	Livingston	1,075	1,134
Baraga	208	222	Luce	99	121
Barry	1,116	1,064	Mackinac	324	346
Bay	503	485	Macomb	648	638
Benzie	300	289	Manistee	480	493
Berrien	918	935	Marquette	393	477
Branch	1,004	1,001	Mason	764	804
Calhoun	1,659	1,733	Mecosta	1,152	1,052
Cass	731	814	Menominee	654	655
Charlevoix	539	490	Midland	1,059	925
Cheboygan	432	380	Missaukee	376	389
Chippewa	385	414	Monroe	357	288
Clare	616	554	Montcalm	1,641	1,581
Clinton	1,428	1,322	Montmorency	207	194
Crawford	244	265	Muskegon	745	722
Delta	806	815	Newaygo	808	845
Dickinson	558	577	Oakland	1,947	1,859
Eaton	1,384	1,510	Oceana	527	534
Emmet	480	468	Ogemaw	565	631
Genesee	1,420	1,263	Ontonagon	209	232
Gladwin	564	527	Osceola	703	655
Gogebic	73	96	Oscoda	154	141
Grand Traverse	581	573	Otsego	182	218
Gratiot	1,160	1,022	Ottawa	1,300	1,098
Hillsdale	1,038	1,053	Presque Isle	386	387
Houghton	182	248	Roscommon	376	356
Huron	1,299	1,201	Saginaw	1,175	1,049
Ingham	1,076	1,503	St. Clair	885	823
Ionia	1,180	1,121	St. Joseph	678	697
Iosco	393	405	Sanilac	1,132	1,162
Iron	387	413	Schoolcraft	253	284
Isabella	1,292	1,114	Shiawassee	1,075	1,090
Jackson	1,877	2,148	Tuscola	1,032	1,022
Kalamazoo	1,162	1,193	Van Buren	772	744
Kalkaska	255	233	Washtenaw	1,202	1,167
Kent	2,164	2,062	Wayne	446	369
			Wexford	416	491
			TOTAL	61,486	61,010

Source: Michigan Department of State Police

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Older Drivers

Older drivers have higher rates of fatal crashes, based on miles driven, than any other group except very young drivers, according to the Insurance Institute for Highway Safety.

The high death rate is due in large part to their frailty. They are less likely to survive an injury than a younger person. By 2030, people age 65 and older are expected to represent 25 percent of the driving population and 25 percent of fatal crash involvements.

In 2009, drivers age 65 and older were involved in 19 percent of all fatal crashes in Michigan.

There is a growing need to help older drivers sharpen their skills as well as recognize their changing abilities and adapt their driving practices appropriately. Insurance companies have partnered with state and local governments, and groups such as the American Association of Retired Persons, to create programs designed to address these needs.

Driver Age

Age of Drivers in Fatal Crashes	2008	2009	% change	% of Active Driving Population
15 years and under	4	5	25.0	0.7
16 years	19	15	-21.1	1.2
17 years	28	26	-7.1	1.4
18 years	45	33	-26.7	1.4
19 years	38	43	13.2	1.7
20 years	33	29	-12.1	1.8
21-24 years	126	92	-27.0	6.7
25-34 years	236	223	-5.5	15.5
35-44 years	246	203	-17.5	17.0
45-54 years	245	223	-9.0	19.8
55-64 years	162	138	-14.8	16.5
65-69 years	45	54	20.0	5.5
70-74 years	48	20	-58.3	4.0
75-79 years	46	45	-2.2	3.1
80-84 years	36	39	8.3	2.3
85-89 years	19	18	-5.3	1.2
90 years and older	10	6	-40.0	0.4
Unknown	61	58	-4.9	
Total	1,447	1,270	-12.2	100.0

Sources: Michigan Department of State Police, Insurance Information Institute

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Motorcyclists

Motorcyclists were involved in 3,451 crashes in 2009 down 15 percent from the previous year. The 2009 death rate for motorcyclists was 12 per 100 million vehicle miles traveled.

Injuries resulting from motorcycles were proportionately more severe than to persons in motor vehicles.

In Michigan, motorcyclists are required to wear helmets. Studies show that a rider without a helmet is 40 percent more likely to suffer a fatal injury, compared to a rider with a helmet.

A Michigan State Police Office of Highway Safety Planning (OHSP) analysis determined that repeal of the state's motorcycle helmet law would come with a hefty annual price tag: 30 additional fatalities, 127 more incapacitating injuries, 610 other injuries and

\$129 million in added economic costs to Michigan citizens. And, according to OHSP, the number of registered and unregistered motorcycles in Michigan is increasing, which means more riders on the road and more injuries and deaths are virtually guaranteed in the future at an even greater cost to the public.

Motorcycle crashes account for a disproportionate share of money paid out of the Michigan Catastrophic Claims Association (MCCA), a fund which is supported by a surcharge on every auto insurance policy in this state. Although motorcyclists represent 1.98 percent of the assessments paid into the MCCA, they account for 7.3 percent of all claims.

Since its inception in 1978, MCCA has reimbursed member insurance companies more than \$342 million for 712 motorcycle injury claims exceeding the threshold.

Michigan Motorcycle Crashes

<u>Motorcycle Data</u>	<u>2008</u>	<u>2009</u>	<u>% Change</u>
Motorcycle Registrations	270,569	266,713	-1.4
Motorcycles in Crashes	4,082	3,451	-15.5
Motorcycle Deaths	125	103	-17.6
Motorcyclists Injured	3,314	2,725	-17.8
Death Rate based on 10,000 motorcycle registrations	4.61	3.86	-16.3
Death rate based on deaths per 100 million miles traveled	15.4	12.87	-16.4

Source: Michigan Department of State Police

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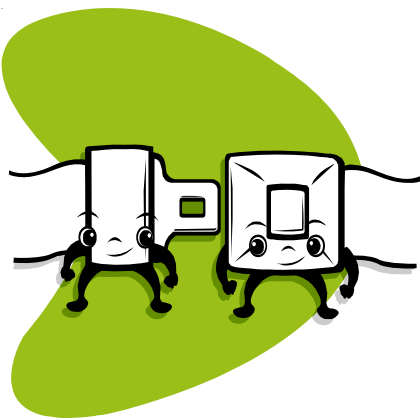
Safety Belt Law

In Michigan, police officers can stop a motorist solely for not wearing a safety belt in the front seat of a vehicle. The law also allows police officers to stop a motorist if a child age 4 through 15 is not properly restrained, no matter where they are riding in a vehicle. The law also requires all children under the age of 8 to be properly restrained in an approved child safety seat or booster seat unless 4'9" tall.

Safety belt use in Michigan has increased consistently over the past five years. In 2009, safety belt use in Michigan was 98 percent, which is above the national average.

Studies have demonstrated the ability of safety belts to reduce the severity of injuries. The National Highway Traffic Safety Administration (NHTSA) estimates that 195,382 lives have been saved between 1975 and 2004 due to the use of safety belts. NHTSA also concludes that the non-use of safety belts can cause fatalities and severe injuries, which may result in an overall societal cost of \$50 billion in the country annually.

Among passenger vehicle occupants over the age of four, seat belts saved an estimated 15,632 lives in 2005. Seat belts are effective in protecting occupants from ejection, one of the most injurious results of a crash, according to NHTSA. In fatal crashes in 2005, 75 percent of passenger vehicle occupants who were totally ejected from the vehicle were killed. Safety belts are effective in preventing total ejections. Only 1 percent of occupants reported to have been using restraints were totally ejected, compared with 30 percent of unrestrained occupants.



The child passenger safety law in Michigan covers children up through age 15. Children from birth through age 8 must be in a child safety seat or booster seat, unless they are 4'9" tall. Children who are 8 years old but less than sixteen years old must wear a safety belt no matter where they sit in the vehicle.

NHTSA says that in 2005 the lives of an estimated 420 children under the age of five were saved by restraints — 382 of them by child safety seats alone. If all children under the age of five had been placed in child safety seats in 2005, another 198 lives could have been saved. From 1975 through 2005, NHTSA estimates that 7,896 lives were saved by restraints (child safety seats or adult safety belts).

Nighttime Belt Use A Concern

While the number indicates exceptionally high safety belt use in the state, it reflects daylight use rates. Nationally and in Michigan, greater attention is being focused on nighttime belt use.

Crash statistics indicate belt use falls significantly during late night and early morning hours.

According to figures from the Michigan State Police, Criminal Justice Information Center:

- Safety belt use in daytime fatal crashes is 85 percent, but that figure falls to 62 percent at night (10 p.m. to 5 a.m.).
- In 2006, 107 vehicle occupants in Michigan died unbelted in nighttime crashes.
- The vast majority of these unbelted fatalities are male: 84 male, 23 female.
- Nighttime belt use in fatal crashes is lowest among drivers ages 21-24, about 60 percent.

The problem is more pronounced among alcohol and/or drug involved fatal crashes during the nighttime. Safety belt use is even lower, about 50 percent, for this group of occupants.