

# Auto Crash Statistics

## 2004-2013 Michigan Traffic Crashes

<u>Year</u>	<u>Crashes</u>	<u>Fatal Crashes</u>	<u>Persons Killed</u>	<u>Injuries</u>
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
2010	282,075	868	937	70,501
2011	284,049	834	889	71,796
2012	273,891	870	936	70,519
2013	289,061	881	951	71,031

Source: Michigan Department of State Police

## Fatalities By State 2010-2011

	<u>2010</u>	<u>2011</u>		<u>2010</u>	<u>2011</u>
Alabama	862	810	Nebraska	190	164
Alaska	56	63	Nevada	257	223
Arizona	762	754	New Hampshire	128	84
Arkansas	563	507	New Jersey	556	586
California	2,715	2,594	New Mexico	346	307
Colorado	448	407	New York	1,200	1,092
Connecticut	319	207	North Carolina	1,319	1,140
Delaware	101	94	North Dakota	105	130
D.C.	24	22	Ohio	1,080	941
Florida	2,445	2,210	Oklahoma	668	609
Georgia	1,244	1,116	Oregon	317	310
Hawaii	113	97	Pennsylvania	1,324	1,191
Idaho	209	152	Rhode Island	66	63
Illinois	927	835	South Carolina	810	767
Indiana	754	675	South Dakota	140	101
Iowa	390	329	Tennessee	1,031	874
Kansas	431	350	Texas	2,998	2,752
Kentucky	760	670	Utah	236	221
Louisiana	710	629	Vermont	71	48
Maine	161	126	Virginia	740	700
Maryland	493	455	Washington	458	424
Massachusetts	314	321	West Virginia	315	319
<b>Michigan</b>	<b>942</b>	<b>834</b>	Wisconsin	572	532
Minnesota	411	334	Wyoming	155	120
Mississippi	641	567	<b>Countrywide</b>	<b>32,885</b>	<b>29,757</b>
Missouri	819	714			
Montana	189	187			

Source: National Highway Traffic Safety Administration

# Auto Crash Statistics

## Young Drivers

Drivers aged 16 to 24 are involved in one out of every five crashes in Michigan. Statistics also indicate that young driver crashes tend to be more deadly.

About 23 percent of drivers under age 24 are involved in a traffic accident each year. By comparison, only 13 percent of 55- to 64-year-olds are involved in a roadway crash annually.

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 2013

Age	# of Drivers Involved In Accidents	Percent of Involvement In All Accidents	# of Drivers Involved In Fatal Accidents	Percent of Involvement In Fatal Accidents
16-24	106,025	21%	117	14%
25-34	85,063	17%	116	14%
35-44	74,277	15%	121	15%
45-54	76,474	15%	143	18%
55-64	58,309	11%	118	14%
65-74	28,721	5%	79	9%
75+	15,689	3%	85	10%
Unknown	42,470	8%	1	1%

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

# Auto Crash Statistics

## 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 10 p.m. to 5 a.m.
- Driving is permitted from 10 p.m. to 5 a.m. only if driving to and from employment or with a parent or designated adult age 21 or older.
- Limits number of passengers in car, with some exceptions.

### 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 26 percent since 1997.

# Auto Crash Statistics

## Reported Traffic Crashes By County - 2013

	<u>All</u>	<u>Fatal</u>	<u>Injury</u>		<u>All</u>	<u>Fatal</u>	<u>Injury</u>
Alcona	585	2	46	Keweenaw	88	0	13
Alger	281	5	38	Lake	465	1	72
Allegan	3,452	14	529	Lapeer	2,804	10	388
Alpena	910	1	118	Leelanau	699	0	99
Antrim	907	3	98	Lenawee	2,443	11	483
Arenac	702	7	103	Livingston	4,515	15	729
Baraga	317	3	26	Luce	197	0	37
Barry	1,468	11	200	Mackinac	609	4	64
Bay	2,879	10	505	Macomb	23,215	49	4,898
Benzie	540	3	47	Manistee	944	4	122
Berrien	4,379	25	779	Marquette	1,960	3	299
Branch	1,653	4	213	Mason	1,360	6	146
Calhoun	4,774	15	754	Mecosta	1,823	8	197
Cass	1,315	11	229	Menominee	810	1	111
Charlevoix	1,104	3	142	Midland	2,655	5	384
Cheboygan	905	6	128	Missaukee	633	3	67
Chippewa	1,089	7	155	Monroe	3,892	28	693
Clare	1,157	4	144	Montcalm	2,203	5	313
Clinton	2,174	5	277	Montmorency	336	4	36
Crawford	622	3	88	Muskegon	4,676	11	783
Delta	1,289	4	154	Newaygo	1,309	7	223
Dickinson	827	1	123	Oakland	37,283	54	7,334
Eaton	3,172	11	395	Oceana	924	2	137
Emmet	1,431	3	191	Ogemaw	805	4	112
Genesee	9,811	29	2,257	Ontonagon	307	1	21
Gladwin	754	2	102	Osceola	1,147	5	113
Gogebic	293	1	64	Oscoda	308	0	36
Grand Traverse	3,568	12	551	Otsego	886	3	154
Gratiot	1,628	3	174	Ottawa	7,437	19	1,247
Hillsdale	1,538	5	200	Presque Isle	561	0	34
Houghton	1,013	3	142	Roscommon	769	7	101
Huron	1,541	6	153	Saginaw	5,650	19	994
Ingham	8,696	17	1,585	St. Clair	3,666	12	758
Ionia	1,725	8	279	St. Joseph	1,516	10	265
Iosco	624	3	107	Sanilac	1,564	3	187
Iron	511	2	49	Schoolcraft	365	1	36
Isabella	2,701	4	353	Shiawassee	1,898	3	294
Jackson	4,998	15	767	Tuscola	1,751	5	264
Kalamazoo	8,028	33	1,390	Van Buren	2,307	16	357
Kalkaska	647	6	97	Washtenaw	10,664	31	1,907
Kent	19,556	43	3,778	Wayne	44,853	151	9,750
				Wexford	1,209	7	164
				<b>TOTAL</b>	<b>289,061</b>	<b>881</b>	<b>51,949</b>

Source: Michigan Department of State Police

# Auto Crash Statistics

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

In 2012, Michigan experienced a decrease in the number of total vehicle-deer crashes, which are at their lowest level since 1995. According to the Michigan State Police Criminal Justice Information Center, there were 48,918 vehicle-deer crashes in 2012, down from 53,592 in 2011. However, officials note that many crashes also go unreported, so actual crash numbers are much higher.

In 2012, Oakland County took the top spot in the number of deer crashes with 1,683. Kent County was second with 1,572. The remaining top 10 were Jackson (1,281); Montcalm (1,182); Lapeer (1,175); Huron (1,082); Ingham (1,065); Clinton (1,032); Ottawa (1,013) and Eaton (1,000).

More than 18 percent of all crashes in Michigan involve deer. Last year, 8 motorists were killed and 1,329 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

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 2007-2013

<u>Accidents</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
Number of deer crashes	61,907	61,010	61,486	55,867	53,592	48,918	49,205
Number of fatalities	11	12	10	11	8	8	12
Number of injuries	1,614	1,648	1,416	1,277	1,295	1,329	1,087

Source: Michigan Department of State Police

# Auto Crash Statistics

## Vehicle-Deer Crash By County

	<u>2012</u>	<u>2013</u>			
Alcona	375	435	Keweenaw	53	33
Alger	120	105	Lake	243	258
Allegan	956	866	Lapeer	1,175	1,229
Alpena	341	360	Leelanau	349	330
Antrim	402	424	Lenawee	580	706
Arenac	363	372	Livingston	669	785
Baraga	205	198	Luce	118	94
Barry	734	586	Mackinac	257	317
Bay	390	413	Macomb	479	516
Benzie	286	290	Manistee	442	465
Berrien	728	739	Marquette	431	392
Branch	673	805	Mason	677	723
Calhoun	997	1,059	Mecosta	852	820
Cass	424	401	Menominee	546	417
Charlevoix	498	532	Midland	848	865
Cheboygan	505	408	Missaukee	382	412
Chippewa	382	316	Monroe	336	348
Clare	458	541	Montcalm	1,182	1,073
Clinton	1,032	1,056	Montmorency	200	222
Crawford	274	288	Muskegon	514	490
Delta	613	584	Newaygo	578	498
Dickinson	518	394	Oakland	1,683	1,801
Eaton	1,000	1,076	Oceana	491	445
Emmet	519	490	Ogemaw	444	439
Genesee	995	952	Ontonagon	272	210
Gladwi	413	419	Osceola	630	648
Gogebic	102	79	Oscoda	141	180
Grand Traverse	559	568	Otsego	231	230
Gratiot	914	933	Ottawa	1,013	944
Hillsdale	687	807	Presque Isle	363	382
Houghton	339	191	Roscommon	296	364
Huron	1,082	967	Saginaw	874	954
Ingham	1,065	1,044	St. Clair	702	1,071
Ionia	630	532	St. Joseph	472	188
Iosco	188	258	Sanilac	999	881
Iron	388	310	Schoolcraft	214	749
Isabella	989	917	Shiawassee	769	464
Jackson	1,281	1,480	Tuscola	903	874
Kalamazoo	933	989	Van Buren	547	592
Kalkaska	227	267	Washtenaw	925	1,058
Kent	1,572	1,447	Wayne	412	410
			Wexford	469	430
			<b>TOTAL</b>	<b>48,918</b>	<b>49,205</b>

Source: Michigan Department of State Police

# Auto Crash Statistics

## 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 2012, drivers age 65 and older were involved in 18 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.

### Drivers Age

Age of Drivers	2013	2012	% Fatal Crash Involvement	% Driving Population
15 years and under	17	4	1.0	0.7
16 years	18	17	1.1	1.2
17 years	16	20	1.0	1.3
18 years	30	34	1.9	1.3
19 years	36	33	2.2	1.5
20 years	37	30	2.3	1.6
21-24 years	126	153	7.9	6.9
25-34 years	265	225	16.8	15.4
35-44 years	228	197	14.4	15.8
45-54 years	274	208	17.4	18.8
55-64 years	215	186	13.6	17.5
65-69 years	78	64	4.9	6.2
70-74 years	59	49	3.7	4.5
75-79 years	44	27	2.7	3.1
80-84 years	40	32	2.5	2.3
85-89 years	23	13	1.4	1.3
90 years and older	10	11	0.6	0.5
Unknown	62	49	3.9	
<b>Total</b>	<b>1,578</b>	<b>1,352</b>	<b>100.0</b>	<b>100.0</b>

Source: Michigan Department of State Police,

# Auto Crash Statistics

## Motorcyclists

Motorcyclists were involved in 3,600 crashes in 2012 up nearly 13 percent from the previous year.

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

The mandatory motorcycle helmet law in Michigan was repealed in 2012. Studies show that a rider without a helmet is 37 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 2 percent of the assessments paid into the MCCA, they account for 8 percent of all claims and 5 percent of the amount paid by the MCCA for injuries.

Since its inception in 1978, MCCA has reimbursed member insurance companies more than \$482 million for 965 motorcycle injury claims exceeding the threshold.

## Michigan Motorcycle Crashes

<u>Motorcycle Data</u>	<u>2013</u>	<u>2012</u>	<u>% Change</u>
Motorcycle Registrations	XXX	273,114	1.3
Motorcycles in Crashes	3,114	3,600	13.4
Motorcycle Deaths	127	129	18.4
Motorcyclists Injured	2,261	2,870	12.3
Death Rate based on 10,000 motorcycle registrations	XXX	4.72	16.9
Estimated mileage based on 3,000 miles per motorcycle	XXX	809,139,000	1.3
Death rate based on deaths per 100 million miles traveled	XXX	15.74	16.9



# Auto Crash Statistics

## 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 2011, safety belt use in Michigan was 94.5 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 72,000 lives have been saved between 2005 and 2009 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 12,546 lives in 2010. Seat belts are effective in protecting occupants from ejection, one of the most injurious results of a crash, according to NHTSA.

The child passenger safety law in Michigan covers

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 2009 the lives of an estimated 309 children under the age of five were saved by restraints. An additional 3,688 lives would have been saved in 2009 if all unrestrained passenger vehicle occupants 5 and older involved in fatal crashes had worn their seat belts. If all motorcycles had been helmeted, it would save an additional 732 lives.

In Michigan, the seat belt use rate was reported at 95 percent in August of 2011.

## 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.

