

2001 Southeast Michigan Traffic Crash Facts

October 2002

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Abstract

This report contains important statistical information about all traffic crashes reported in Southeast Michigan in 2001. It focuses on eight different categories of traffic crashes: all traffic crashes, injury traffic crashes, fatal traffic crashes, alcohol-involved traffic crashes, vehicle-deer crashes, young-driver traffic crashes, elderly driver traffic crashes, and truck/bus crashes. Sections at the end of the report contain details about safety-belt use and holiday traffic crashes. The main objective of this report is to provide useful data to aid local communities in their efforts to improve traffic safety.

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2001 Quick Crash Facts

- Vehicle miles traveled (VMT) in Southeast Michigan increased from 44,167 million miles in 2000 to 45,460 million in 2001. During 2001, 180,739 traffic crashes were reported in Southeast Michigan. These crashes resulted in 56,660 injuries and 505 fatalities. Compared with 2000, traffic crashes decreased 6.8 percent, injuries decreased 7.1 percent, and fatalities increased 4.1 percent.
- There were 1.03 fatal traffic crashes for every 100 million miles traveled on Southeast Michigan roads in 2001. This is a slight increase from the 2000 rate of 1.02 fatal crashes for every 100 million miles of travel. *See page 20 for more information.*
- Of drivers involved in fatal crashes, 21 percent were between the ages of 25 and 34, and nearly as many were under age 25. *See page 23 for more information.*
- Drivers in the 65-74 age group had the lowest rate of fatal traffic crashes among drivers aged 16 and older, at 0.7 fatal crashes per 100 million miles traveled. The 85-94 age group had the highest rate (15.1). *See page 24 for more information.*
- Crashes involving alcohol continued to decrease, from 7,022 in 2000 to 6,314 in 2001. In Southeast Michigan, 3.5 percent of all traffic crashes involved alcohol, but over 36 percent of fatal traffic crashes involved alcohol consumption. *See page 27 for more information.*
- There were 6,451 vehicle-deer crashes in Southeast Michigan in 2001, up from 6,270 in 2000. Over 96 percent of collisions with deer resulted only in property damage. Although vehicle-deer crashes occurred in every month in 2001, 39 percent of these crashes took place in October and November. Deer crashes were most common in the early morning hours and in the evening. *See page 35 for more information.*
- Young drivers (ages 16-24) were involved in over 34 percent of all traffic crashes in 2001. Crashes among young drivers peaked at age 18 for both male and female young drivers. *See page 39 for more information.*
- Elderly drivers (ages 65 and older) were involved in 11 percent of all traffic crashes in 2001. Elderly drivers were more likely to be involved in angle crashes, but less likely to have single-vehicle crashes than non-elderly drivers. *See page 45 for more information.*
- Crashes involving commercial trucks or buses in Southeast Michigan decreased 11.1 percent in 2001. Southeast Michigan had a higher rate of truck/bus crashes than the State of Michigan, with 5.2 percent of all crashes involving a commercial truck or bus compared to 4.4 percent in the state. *See page 51 for more information.*
- Safety-belt use among drivers in traffic crashes remained unchanged in Southeast Michigan in 2001, where 79.3 percent of drivers in crashes reported wearing their safety belts at the time of the crash. Nearly 84 percent of belted drivers escaped injury during their crash, compared to only 57 percent of unbelted drivers. Drivers who were not buckled up were more than twice as likely to be killed in a crash as those who were buckled up. *See page 59 for more information.*

2001 Crash Clock

A crash occurred every 2.9 minutes.

Someone was injured in a traffic crash every 9.3 minutes.

Someone was killed in a traffic crash every 17.3 hours.

An alcohol-involved traffic crash occurred every 1.4 hours.

Someone was killed in an alcohol-involved traffic crash every two days.

A vehicle-deer crash occurred every 1.4 hours.

Introduction

This report contains statistical information about all traffic crashes in Southeast Michigan reported in 2001. This information is divided into several categories:

- All traffic crashes
- Injury traffic crashes
- Fatal traffic crashes
- Alcohol-involved crashes
- Vehicle-deer crashes
- Young-driver traffic crashes
- Elderly driver traffic crashes
- Truck/bus crashes
- Safety-belt use

This report is part of SEMCOG's Safety Management System and is designed to assist communities in understanding traffic safety issues.

Traffic crash data used in this report were received from the Michigan Department of State Police, Criminal Justice Information Center (CJIC). While it is true that at the time this report was written only 70 percent of all traffic crashes in Southeast Michigan had been assigned to specific locations on the roadway network, this does not affect the accuracy of this report at the regional level or at the county level. Crashes are assigned to counties and communities separately from their location on the roadway.

In order to make the information presented in this report more consistent with the information in *Michigan Traffic Crash Facts* released by the Michigan Department of State Police, all crash rates in *2001 Southeast Michigan Traffic Crash Facts* have been measured in crashes per 100 million VMT. This is different from *Southeast Michigan Traffic Crash Facts* released in previous years.

Glossary

Crash rate – The number of crashes per 100 million vehicle miles traveled.

Crash type – A crash is typed by the first injury- or damage-producing event, which may or may not be the most serious or significant event.

Fatal traffic crash – A fatality is counted when a person dies due to injuries from a traffic crash. Prior to 1979, deaths were counted if they occurred up to one year after the crash; in 1979, this time period was reduced to 90 days. In 1988, it was further reduced to 30 days.

Had-been-drinking (HBD) driver – Driver who had been drinking prior to the crash, as reported by the police, the coroner, or other accepted authorities.

Injury crash – A crash is counted as an injury crash when it results in at least one injury but no deaths. Injury crashes are further typed by the most severe injury caused by the crash. See “Injury severity.”

Injury severity

K (Fatal) – Any injury that results in death.

A (Incapacitating injury) – Any injury, other than a fatal injury, that prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.

B (Nonincapacitating injury) – Any injury not incapacitating but evident to observers at the scene of the crash in which the injury occurred.

C (Possible injury) – Any injury reported or claimed that is not a fatal injury, incapacitating injury, or nonincapacitating injury.

Property damage only (PDO) crash – A crash that results in no fatalities or injuries, with a value of \$400.00 as a minimum reporting threshold.

Traffic crash – A crash that involves a motor vehicle in transport on a public trafficway (in Michigan) and results in injury, death, or at least \$400.00 in property damage.

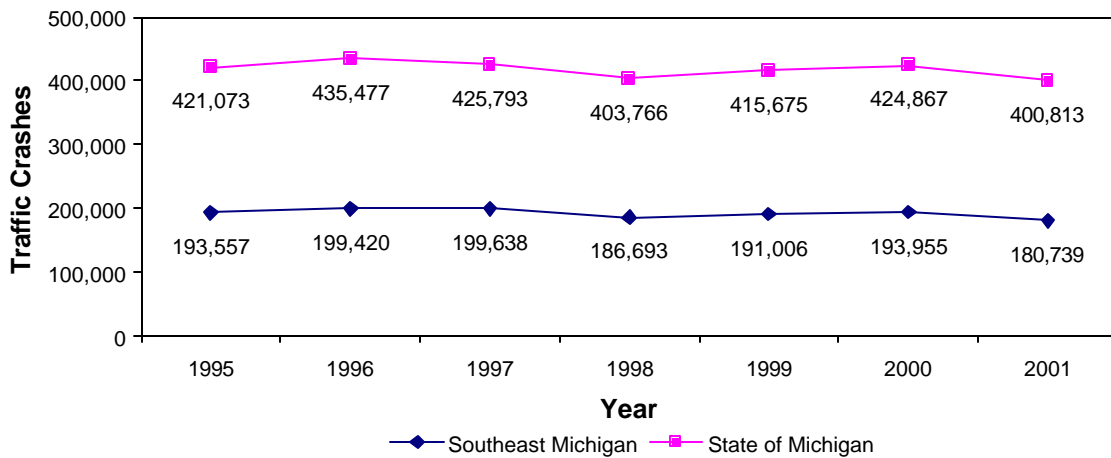
VMT – Vehicle miles traveled.

All Traffic Crashes

In 2001, 180,739 traffic crashes were reported in Southeast Michigan. This is a decrease of 6.8 percent from 2000. The State of Michigan saw a similar decrease between 2000 and 2001 (Figure 1).

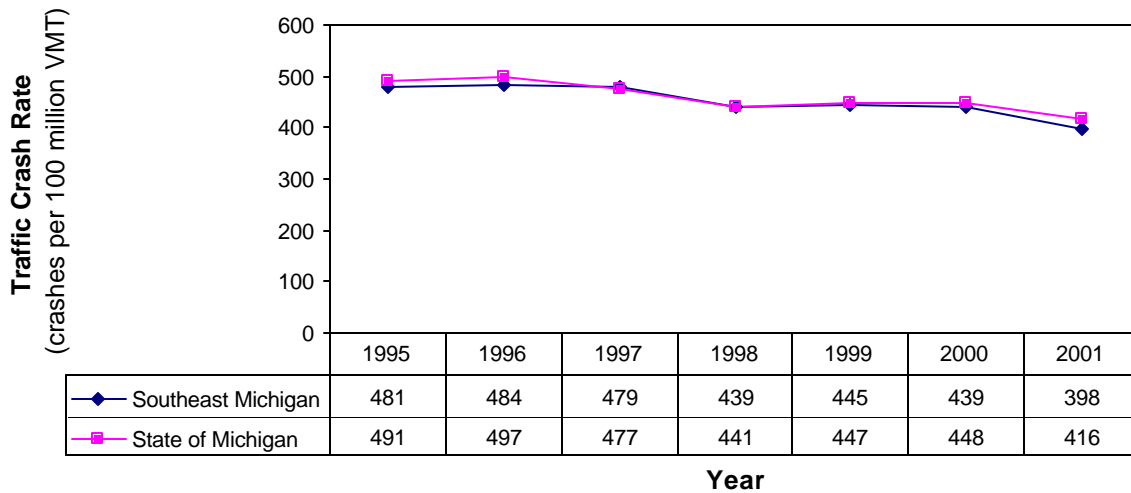
The traffic crash rate, defined as the number of traffic crashes per 100 million vehicle miles traveled (VMT), provides an alternative method of examining traffic crash trends. Figure 2 shows traffic crash rates in Southeast Michigan and the State of Michigan for 1995-2001.

Figure 1
Traffic Crashes, 1995-2001



Source: Michigan State Police Traffic Crash Database (MSPTCD) and SEMCOG, 2001.

Figure 2
Traffic Crash Rate, 1995-2001



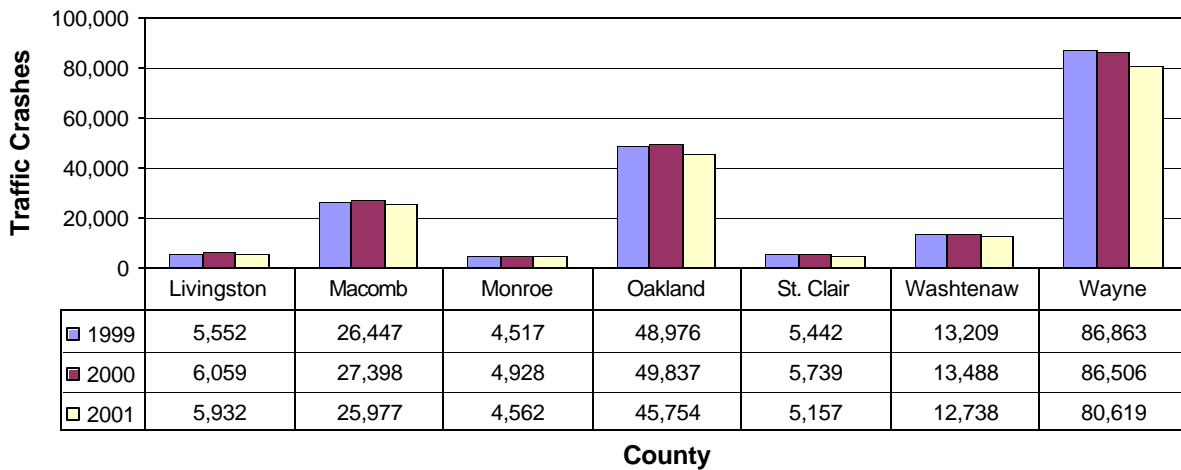
Source: MSPTCD and SEMCOG, 2001.

Traffic Crashes by County

Figure 3 shows the number of traffic crashes in each Southeast Michigan county for 1999, 2000, and 2001. All counties experienced a decrease in traffic crashes from 2000 to 2001, ranging from a two percent decrease in Livingston County to a 10 percent decrease in St. Clair County.

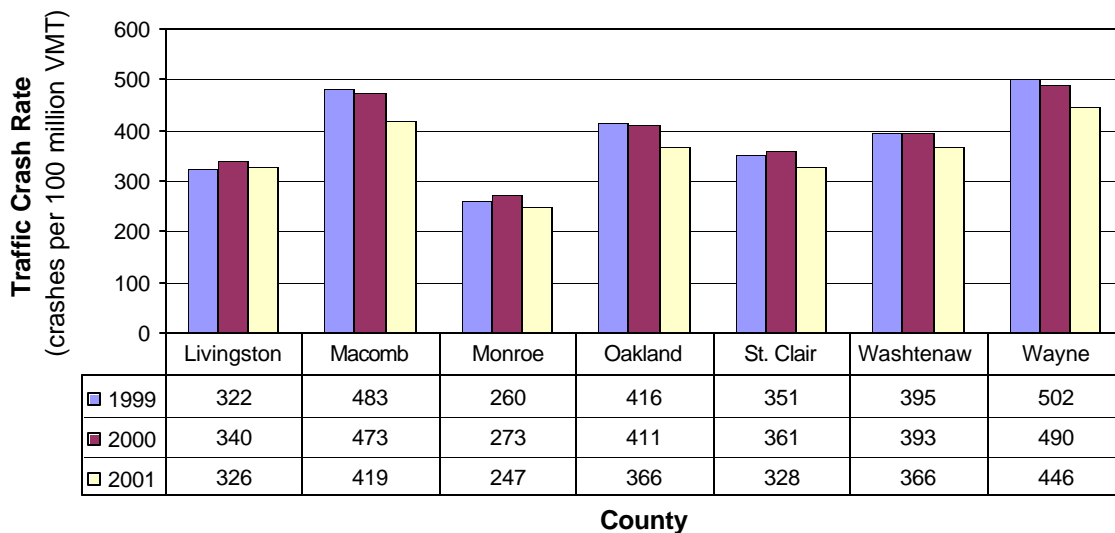
As shown in Figure 4, the traffic crash rate also decreased in all counties in 2001. Macomb County had the largest decrease (11 percent) and Livingston County had the smallest decrease (four percent).

Figure 3
Traffic Crashes by County, 1999-2001



Source: MSPTCD and SEMCOG, 2001.

Figure 4
Traffic Crash Rate by County, 1999-2001

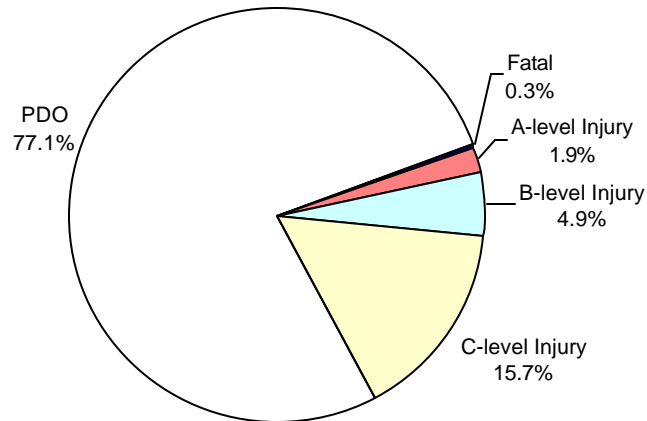


Source: MSPTCD and SEMCOG, 2001.

Traffic Crashes by Severity

Of the 180,739 traffic crashes in Southeast Michigan in 2001, nearly 23 percent resulted in some degree of injury. A total of 470 fatal crashes resulted in the deaths of 505 people, an increase from the 485 deaths in 2000. Figure 5 shows how traffic crashes in 2001 were divided by severity. Table 1 shows the number of crashes of each severity as well as the number of fatalities and injuries caused by the crashes.

Figure 5
Traffic Crash Severity, 2001



Source: MSPTCD and SEMCOG, 2001.

Table 1
Traffic Crash Severity, 2001

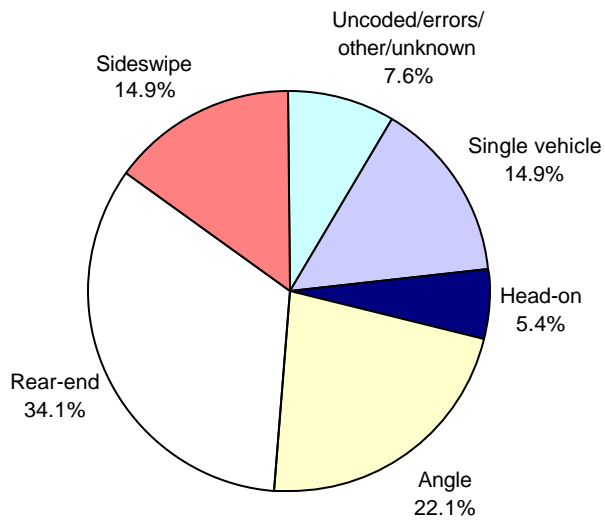
Crash Severity	Number of Crashes	Number of Injuries
Fatal	470	505
A-level Injury	3,522	4,360
B-level Injury	8,896	11,235
C-level Injury	28,451	40,560
Injury & Fatality Subtotal	41,339	56,660
PDO	139,400	
Total	180,739	

Source: MSPTCD and SEMCOG, 2001.

Traffic Crashes by Crash Type

Figure 6 shows how traffic crashes were distributed among the various crash types in 2001. As in 2000, the most common type of crash was rear-end crashes (34.1 percent). The least common type of crash was head-on (5.4 percent).

Figure 6
Traffic Crashes by Crash Type, 2001

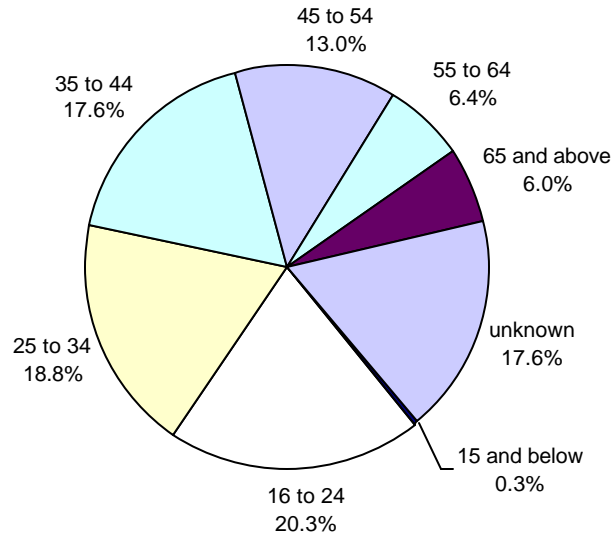


Source: MSPTCD and SEMCOG, 2001.

Age and Sex of Drivers in Traffic Crashes

Figure 7 shows how the 345,899 drivers involved in traffic crashes in 2001 were distributed among the age groups. Table 2 breaks down age groups by sex. The age group with the greatest involvement in traffic crashes was the 16-24 age group (20.3 percent of drivers in traffic crashes), followed by the 25-34 age group (18.8 percent). Six percent of all drivers in crashes were age 65 or older.

Figure 7
Drivers in Traffic Crashes by Age Group, 2001



Source: MSPTCD and SEMCOG, 2001.

Table 2
Age and Sex of Drivers in Traffic Crashes, 2001

Age of Driver	Number of Drivers by Sex			Total
	Female	Male	Unknown	
15 and below	391	632	40	1,063
16 to 24	29,066	38,935	2,319	70,320
25 to 34	27,168	35,412	2,295	64,875
35 to 44	25,614	33,130	2,197	60,941
45 to 54	18,603	24,810	1,586	44,999
55 to 64	8,742	12,466	825	22,033
65 to 74	4,951	6,698	438	12,087
75 to 84	3,205	4,096	262	7,563
85 to 94	506	694	42	1,242
95 and above	4	21	1	26
Unknown	6,100	14,792	39,858	60,750
Total	124,350	171,686	49,863	345,899

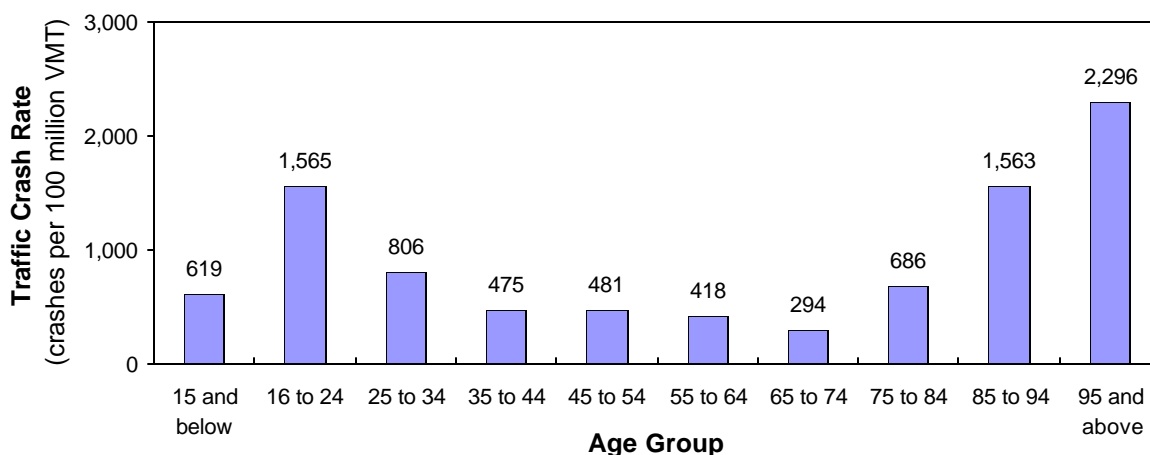
Source: MSPTCD and SEMCOG, 2001.

Rate of Crash Involvement by Age Group

Figure 8 shows the traffic-crash rate for each age group in 2001. According to 2001 VMT estimates, drivers age 65-74 had the lowest crash rate of any age group, at 294 crashes per 100 million VMT. Drivers aged 95 or older had the highest rate followed by the 16-24 and 85-94 age groups (2,296, 1,563, and 1,565 crashes per 100 million VMT, respectively).

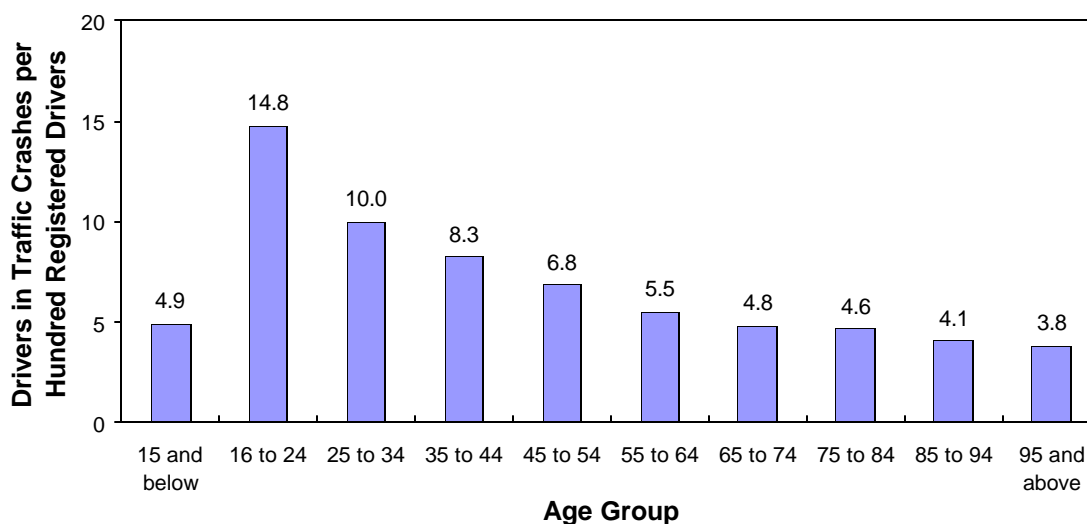
Figure 9 shows how many drivers were in traffic crashes out of every hundred drivers in each age group. There were almost 15 drivers aged 16-24 involved in crashes for every hundred registered drivers in that age group, which was the highest rate of any group.

Figure 8
Traffic Crash Rate by Age Group, 2001



Source: MSPTCD and SEMCOG, 2001.

Figure 9
Drivers in Traffic Crashes per Hundred Registered Drivers, 2001



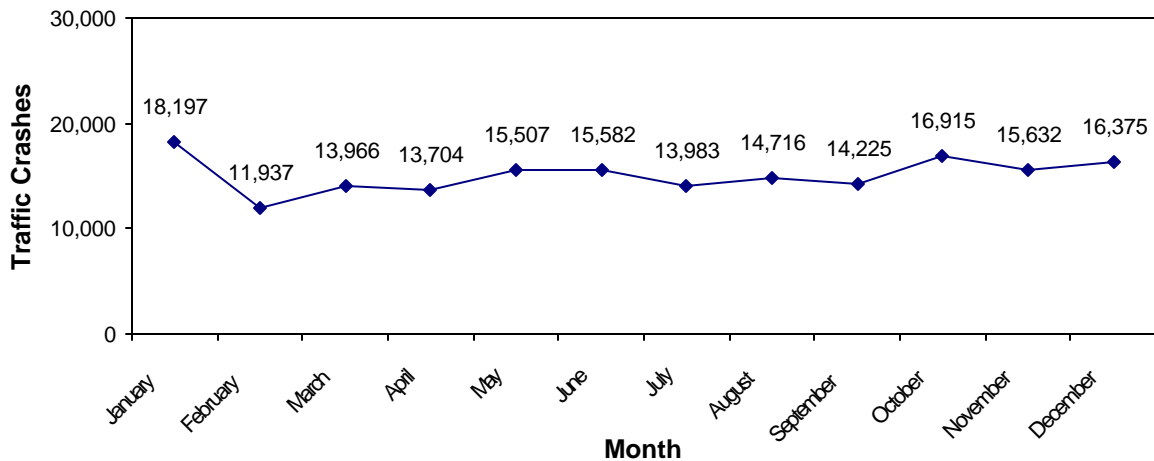
Source: MSPTCD, Michigan Department of State (MDOS) and SEMCOG, 2001.

Traffic Crashes by Month, Day, and Hour

As seen in Figure 10, more traffic crashes (18,197) occurred during January 2001 than any other month in 2001. February had the fewest crashes (11,937) in 2001.

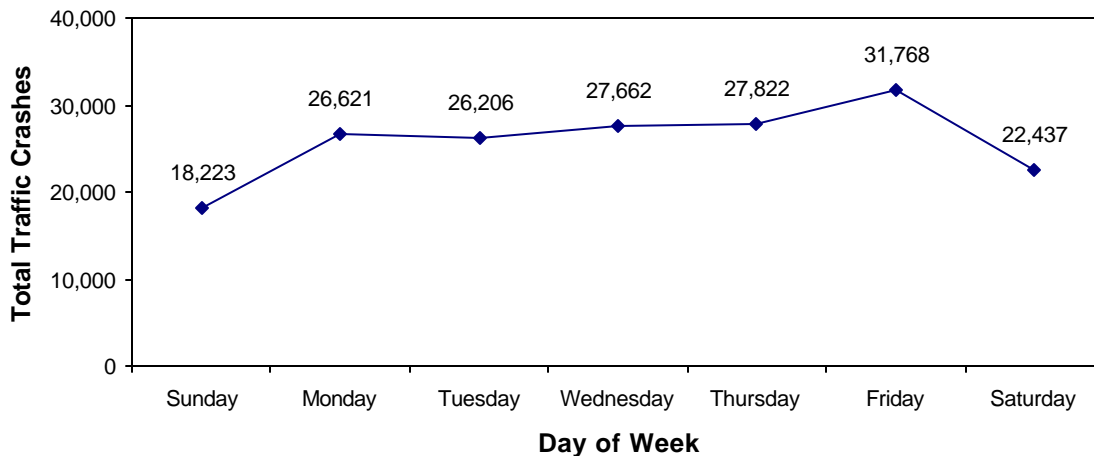
Figure 11 shows that more traffic crashes took place on Fridays than any other day of the week (31,768), and that Sundays had the fewest crashes (18,223).

Figure 10
Traffic Crashes by Month, 2001



Source: MSPTCD and SEMCOG, 2001.

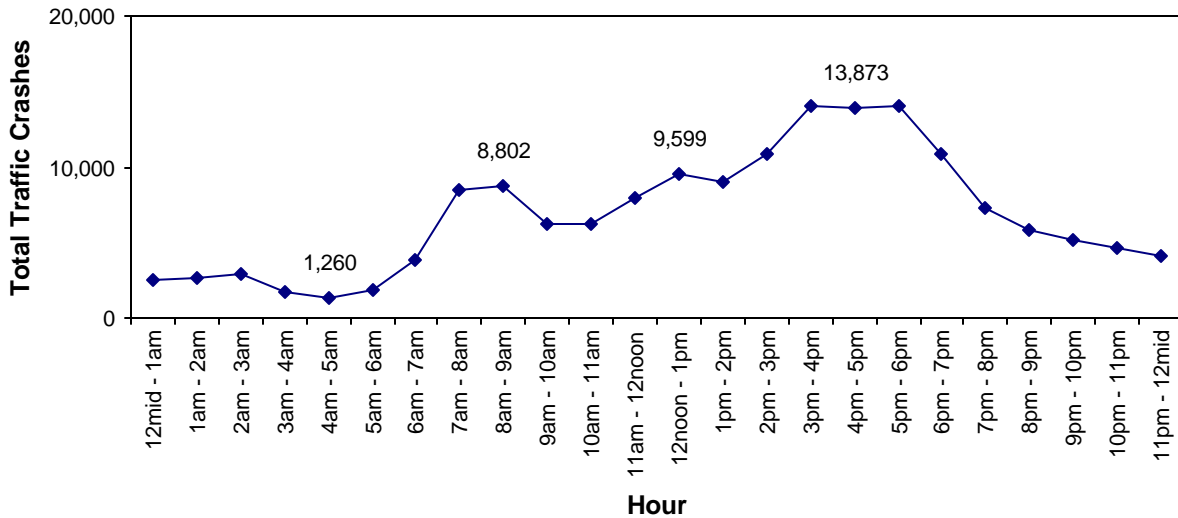
Figure 11
Traffic Crashes by Day of Week, 2001



Source: MSPTCD and SEMCOG, 2001.

Figure 12 shows the total number of traffic crashes that took place during each hour of 2001. The fewest crashes — 1,260 — took place between 4 a.m. and 5 a.m. The time of day with the greatest number of crashes was the period from 3 p.m. to 6 p.m., with nearly one out of every four traffic crashes taking place during these hours.

Figure 12
Traffic Crashes by Hour of Day, 2001



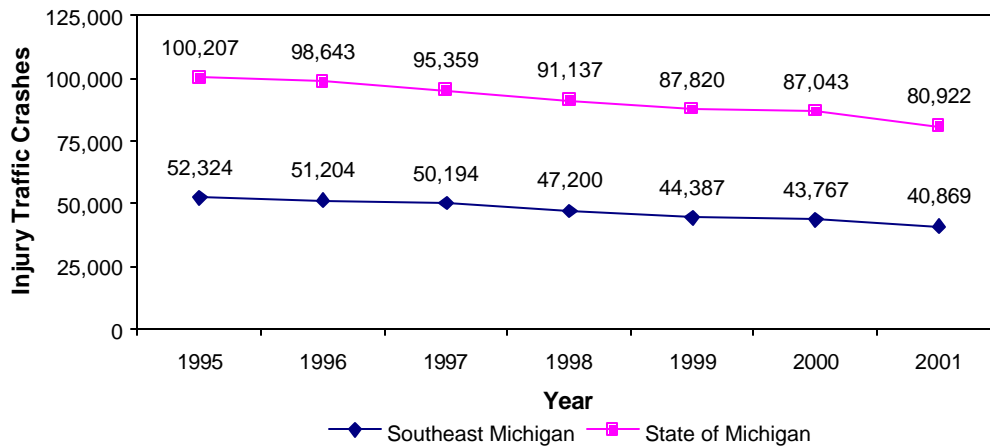
Source: MSPTCD and SEMCOG, 2001.

Injury Traffic Crashes

An injury traffic crash is any crash that results in an injury, but not a fatality. Crashes that result in fatalities are discussed in the section on fatal crashes.

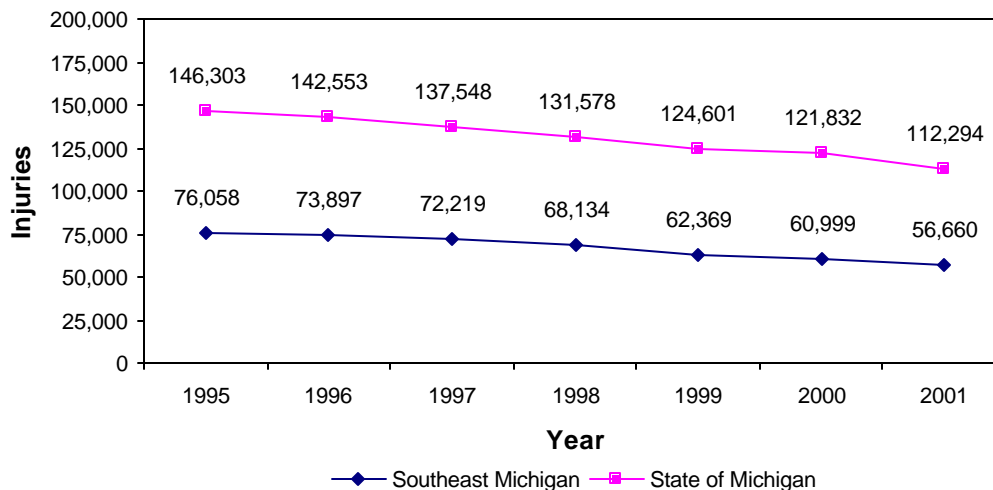
As shown in Figure 13, injury traffic crashes in Southeast Michigan decreased for the sixth consecutive year. Injury crashes were down 6.6 percent in Southeast Michigan and 7.0 percent in Michigan. Figure 14 shows the number of injuries caused by traffic crashes for the years 1995-2001. Injuries decreased 7.1 percent in Southeast Michigan and 7.8 percent in Michigan.

Figure 13
Injury Traffic Crashes, 1995-2001



Source: MSPTCD and SEMCOG, 2001.

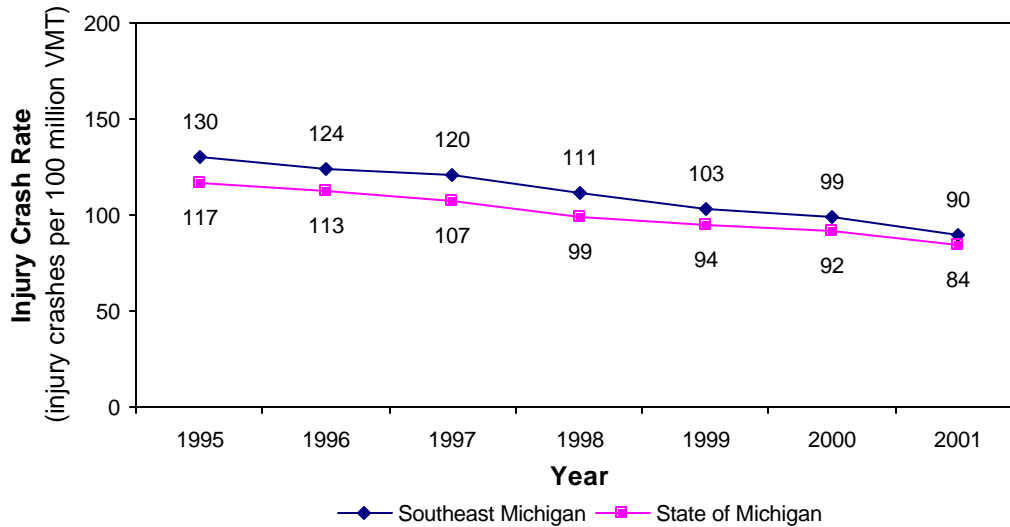
Figure 14
Traffic Crash Injuries, 1995-2001



Source: MSPTCD and SEMCOG, 2001.

A decrease in injury crashes at the same time that VMT increased means that the rate of injury traffic crashes per 100 million VMT continued to decrease in Southeast Michigan as well as in Michigan. Figure 15 shows this decrease in greater detail. Table 3 shows how the number of injury traffic crashes compared to VMT for 1995-2001.

Figure 15
Injury Traffic Crash Rate, 1995-2001



Source: MSPTCD and SEMCOG, 2001.

Table 3
Injury Traffic Crashes and VMT, 1995-2001

	Injury Traffic Crashes		VMT (in millions)		Injury Traffic Crash Rate (crashes per 100 million VMT)	
	Southeast Michigan	Michigan	Southeast Michigan	Michigan	Southeast Michigan	Michigan
1995	52,324	100,207	40,255	85,693	130	117
1996	51,204	98,643	41,239	87,664	124	113
1997	50,194	95,359	41,678	89,232	120	107
1998	47,200	91,137	42,513	91,616	111	99
1999	44,387	87,820	42,924	93,060	103	94
2000	43,767	87,043	44,167	94,915	99	92
2001	40,869	80,922	45,460	96,428	90	84

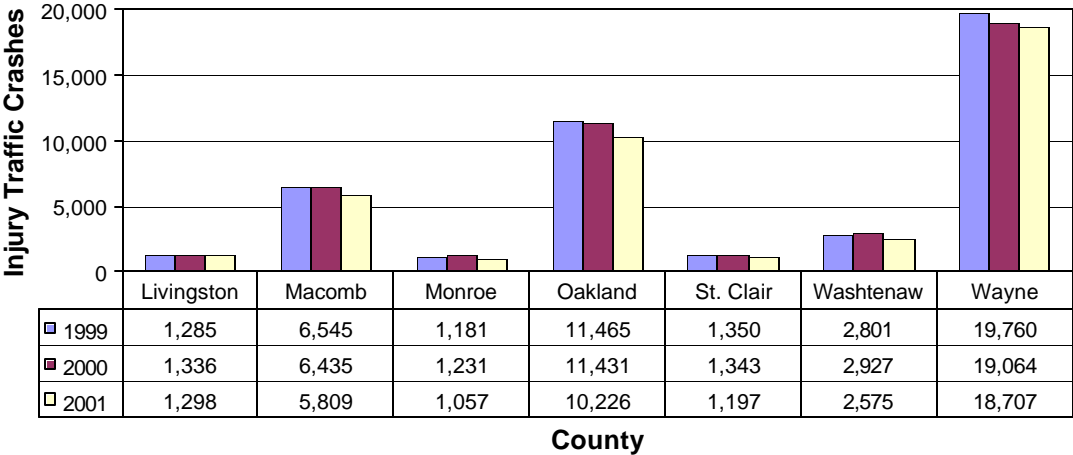
Source: MSPTCD and SEMCOG, 2001.

Injury Traffic Crashes by County

All counties in Southeast Michigan experienced a drop in injury traffic crashes in 2001 (Figure 16), ranging from a two percent drop in Wayne County to a 14 percent drop in Monroe County.

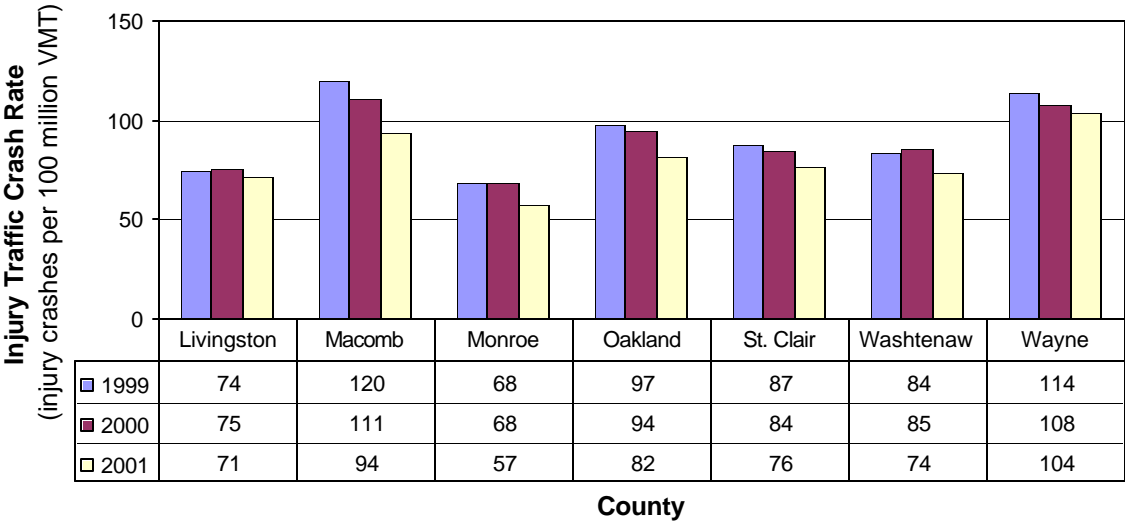
As shown in Figure 17, the injury crash rate also decreased in every county, ranging from a four percent decrease in Wayne County to a 16 percent decrease in Monroe County. Monroe County continues to have the lowest crash rate in the region (57 injury crashes per 100 million VMT). Wayne County had the highest (104).

Figure 16
Injury Traffic Crashes by County, 1999-2001



Source: MSPTCD and SEMCOG, 2001.

Figure 17
Injury Traffic Crash Rate by County, 1999-2001



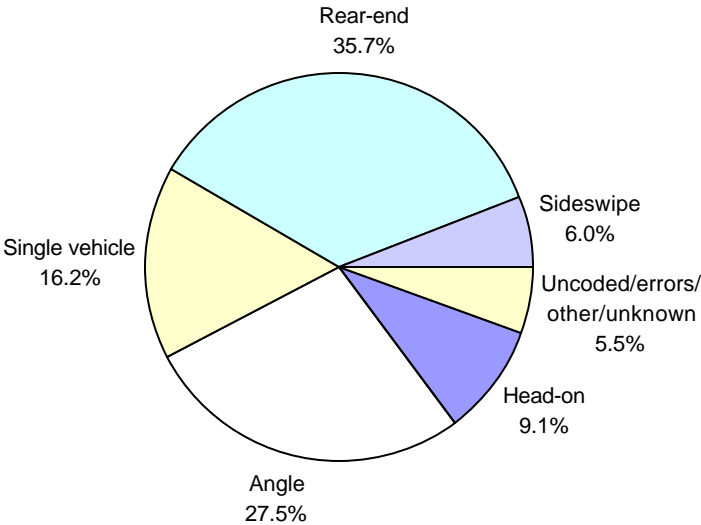
Source: MSPTCD and SEMCOG, 2001.

Injury Traffic Crashes by Crash Type

Rear-end crashes accounted for more injury crashes (35.7 percent) than any other crash type in 2001, and sideswipe crashes made up the smallest portion (6.0 percent). Figure 18 shows the percentages of other crash types.

Table 4 shows a comparison of injury crashes to all crashes by crash type. This type of comparison shows that head-on crashes were the most likely to result in injury, with over 38 percent of all head-on crashes causing injury. Only 9.1 percent of sideswipe crashes caused injury in 2001.

Figure 18
Injury Traffic Crashes by Crash Type, 2001



Source: MSPTCD and SEMCOG, 2001.

Table 4
Crash Types by Percent Resulting in Injury, 2001

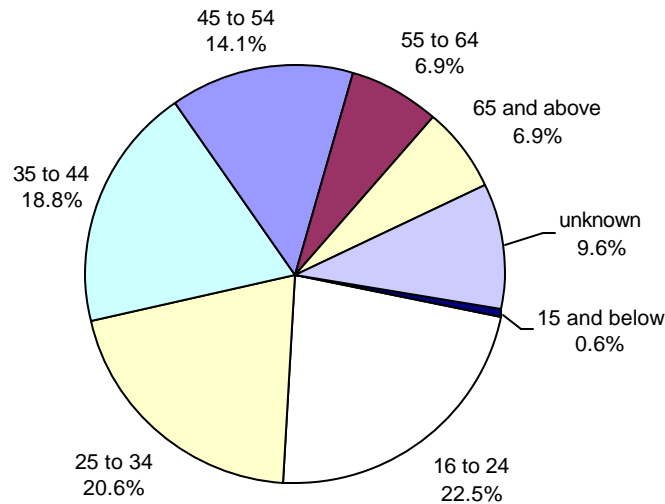
Crash Type	Injury Crashes	All Crashes	Percent resulting in injury
Head-on	3,739	9,758	38.3%
Angle	11,239	40,001	28.1%
Single vehicle	6,622	26,941	24.6%
Rear-end	14,599	61,679	23.7%
Sideswipe	2,438	26,885	9.1%
Uncoded/errors/other/unknown	2,232	15,475	14.4%
Total	40,869	180,739	22.6%

Source: MSPTCD and SEMCOG, 2001.

Age and Sex of Drivers in Injury Traffic Crashes

Figure 19 and Table 5 show that more drivers in the 16-24 age group were involved in injury traffic crashes than any other age group. The number of drivers in injury crashes in each age group decreases as age increases. For example, drivers age 65 or older were involved in 5,530 injury crashes in 2001, or 6.9 percent of all injury crashes, lower than any of the younger age groups. Male drivers made up a majority of drivers in injury crashes.

Figure 19
Drivers in Injury Traffic Crashes by Age Group, 2001



Source: MSPTCD and SEMCOG, 2001.

Table 5
Drivers in Injury Traffic Crashes by Age and Sex, 2001

Age of Driver	Number of Drivers by Sex			Total
	Female	Male	Unknown	
15 and below	171	310	20	501
16 to 24	8,003	9,636	531	18,170
25 to 34	7,276	8,741	554	16,571
35 to 44	6,705	8,002	455	15,162
45 to 54	5,002	6,050	344	11,396
55 to 64	2,388	2,941	202	5,531
65 to 74	1,295	1,792	96	3,183
75 to 84	872	1,058	52	1,982
85 to 94	143	203	11	357
95 And Above	1	7	0	8
Unknown	1,167	2,862	3,705	7,734
Total	33,023	41,602	5,970	80,595

Source: MSPTCD and SEMCOG, 2001.

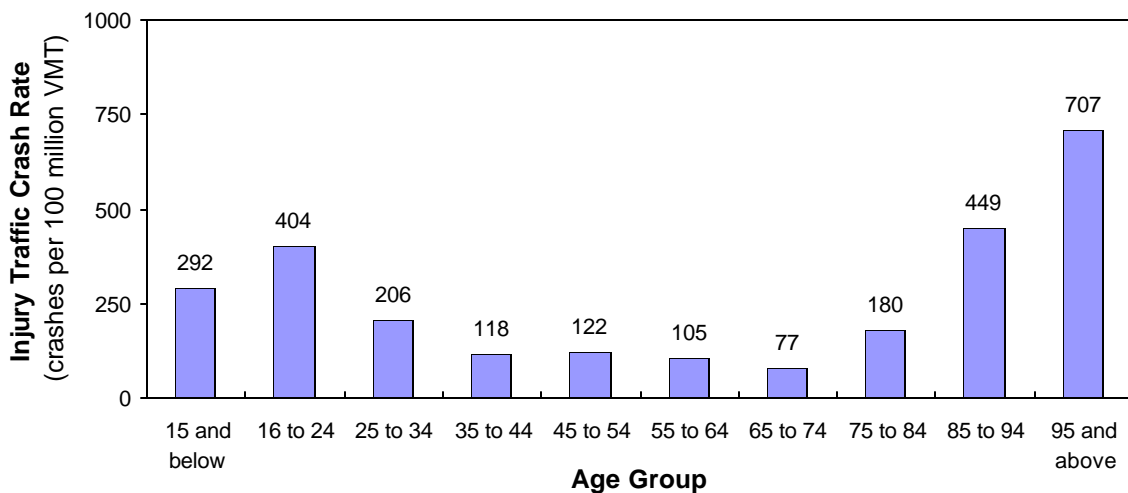
Rate of Injury Traffic Crash Involvement by Age Group

As shown in Figure 20, the 65-74 age group had the lowest rate of injury crashes per 100 million VMT in 2001 (77 crashes). The 95-and-above age group had the highest rate (707), followed by the 85-94 age group (449) and the 16-24 age group (404).

Figure 21 shows the rate of driver involvement in injury crashes for every hundred registered drivers. In 2001, 3.8 drivers age 16-24 were involved in injury traffic crashes for every hundred registered drivers in that age group. This was the highest rate of involvement of any age group. Drivers age 75 and above had the lowest rate of involvement, at 1.2 drivers for every hundred drivers registered.

Figure 20

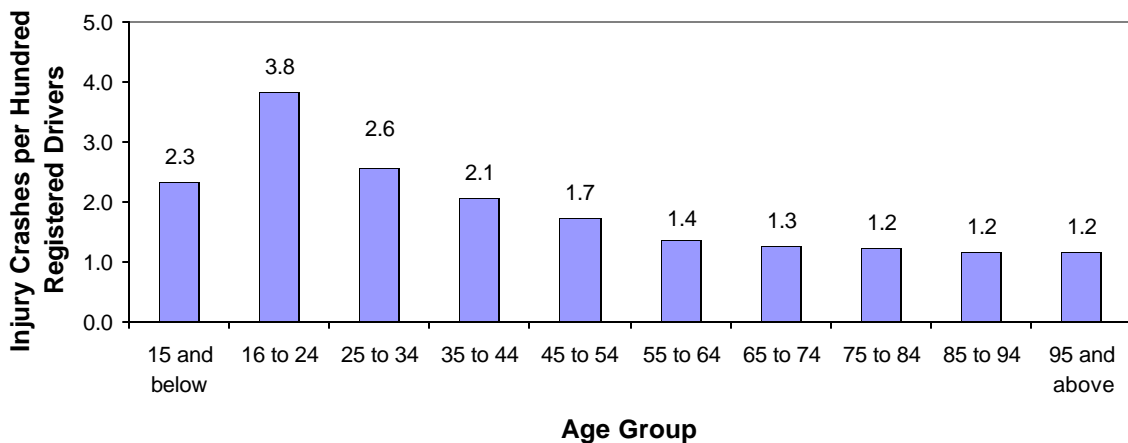
Injury Traffic Crash Rate by Age Group, 2001



Source: MSPTCD and SEMCOG, 2001.

Figure 21

Drivers Involved in Injury Traffic Crashes per Hundred Registered Drivers, 2001

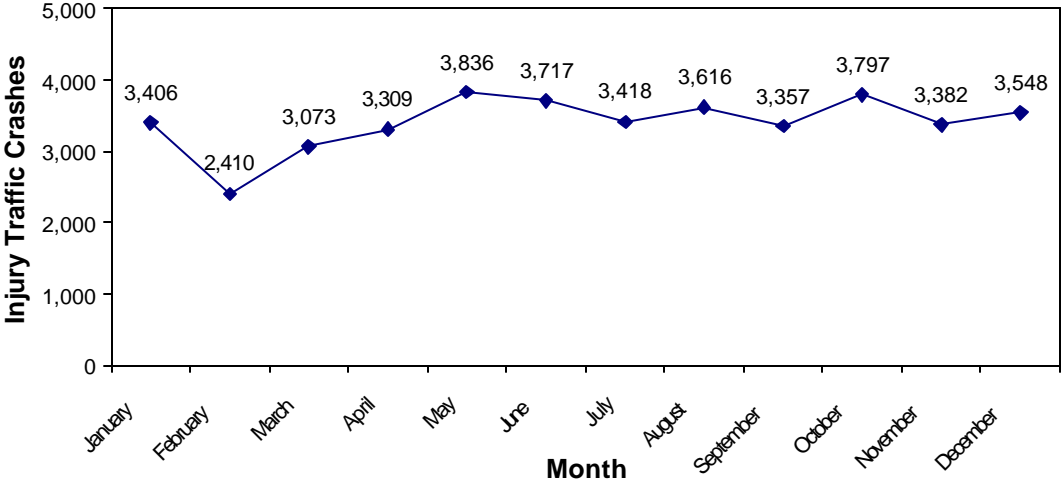


Source: MSPTCD, MDOS, and SEMCOG, 2001.

Injury Traffic Crashes by Month, Day, and Hour

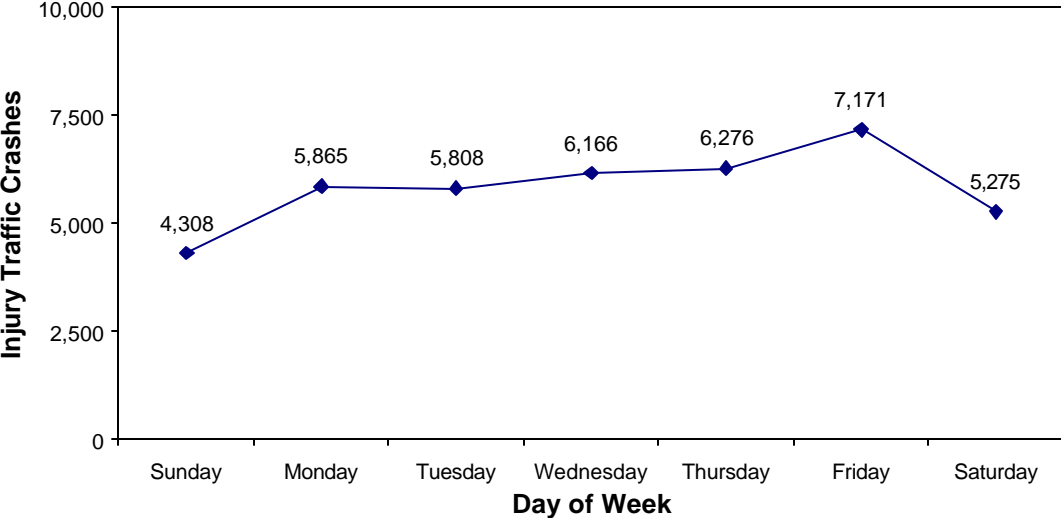
As Figure 22 shows, May was the month in 2001 with the most injury traffic crashes (3,836) even though May was not the month with the most overall crashes (Figure 10); February, with 2,410 injury crashes was the month with the fewest. More injury traffic crashes occurred on Fridays (7,171) than any other day. Sundays (4,308) had the fewest injury crashes of any day (Figure 23).

Figure 22
Injury Traffic Crashes by Month, 2001



Source: MSPTCD and SEMCOG, 2001.

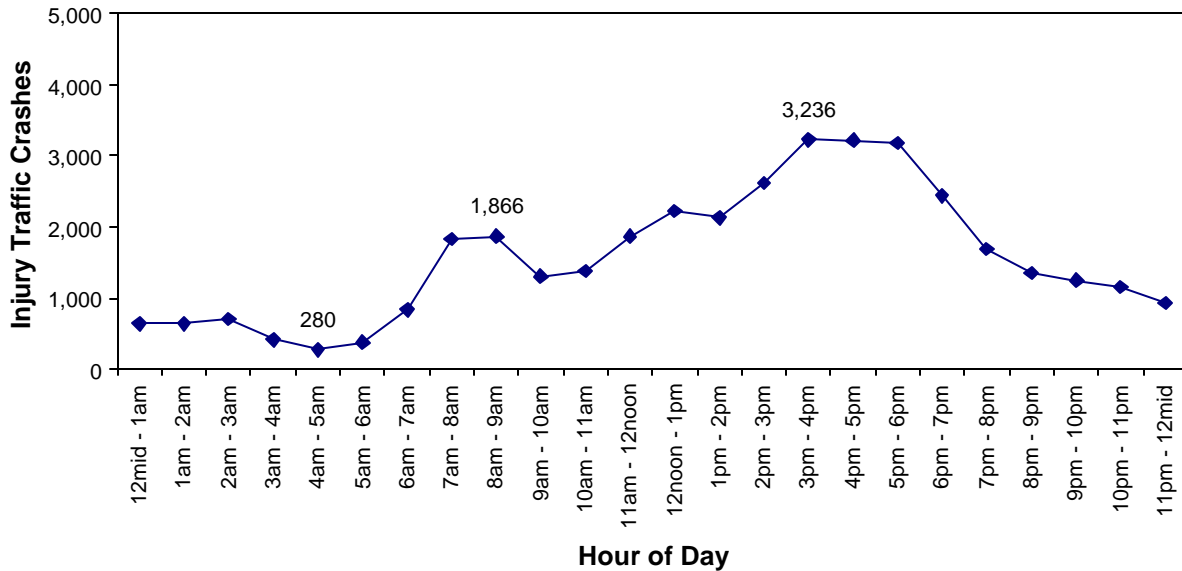
Figure 23
Injury Traffic Crashes by Day of Week, 2001



Source: MSPTCD and SEMCOG, 2001.

Figure 24 shows the total number of injury traffic crashes that took place during each hour in 2001. Following the same general pattern as total crashes, injury crashes were least frequent between 4 a.m. and 5 a.m. (280 injury crashes) and most common between 3 p.m. and 6 p.m. Nearly one out of every four injury crashes took place between 3 p.m. and 6 p.m.

Figure 24
Injury Traffic Crashes by Hour of Day, 2001



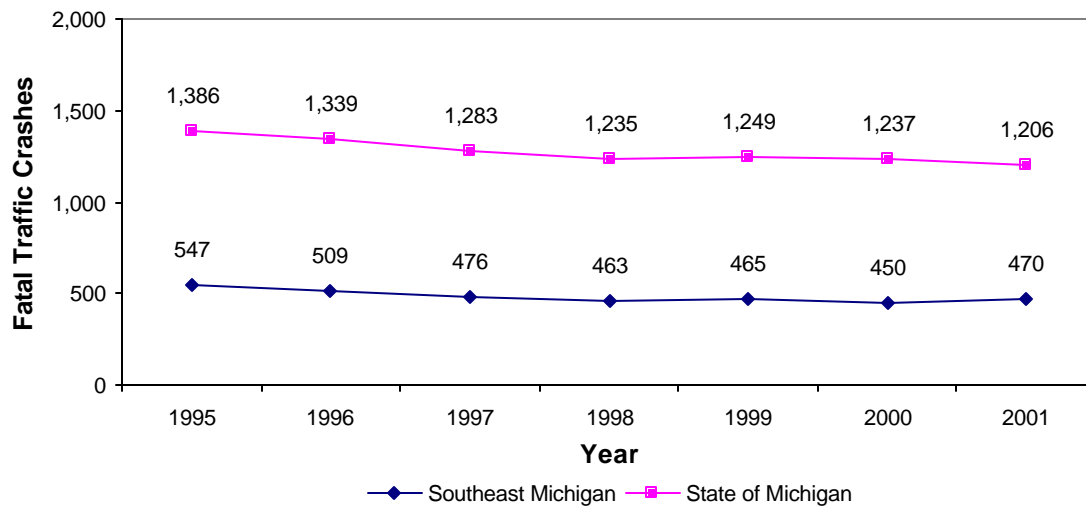
Source: MSPTCD and SEMCOG, 2001.

Fatal Traffic Crashes

A fatal traffic crash is a traffic crash that causes a death within 30 days of the crash. After declining in 2000, fatal traffic crashes in Southeast Michigan increased in 2001 to 470 even though the total number of crashes decreased. Fatal traffic crashes decreased in the state as a whole. Figure 25 shows the number of fatal traffic crashes in Michigan and Southeast Michigan for 1995-2001.

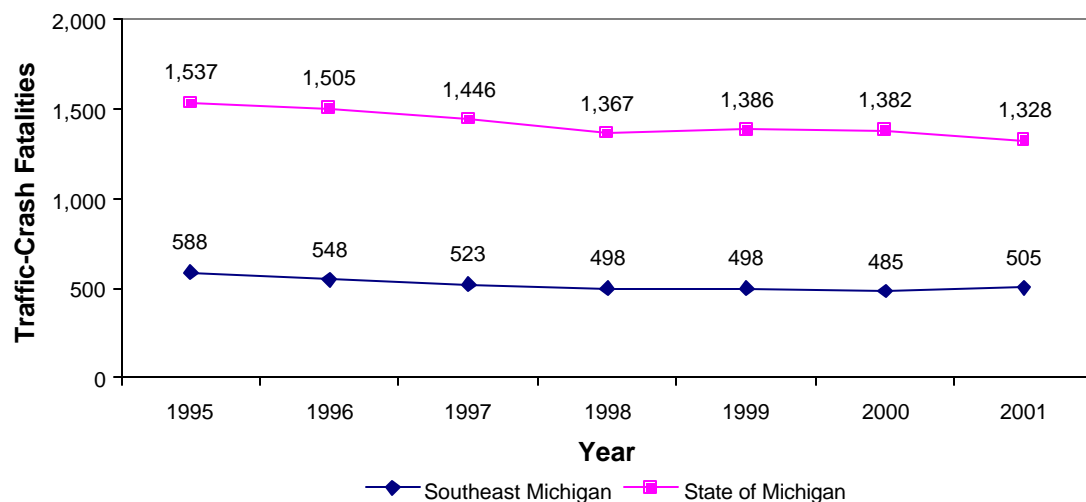
Figure 26 shows that traffic-crash fatalities increased in 2001 in Southeast Michigan but decreased in the State of Michigan.

Figure 25
Fatal Traffic Crashes, 1995-2001



Source: MSPTCD and SEMCOG, 2001.

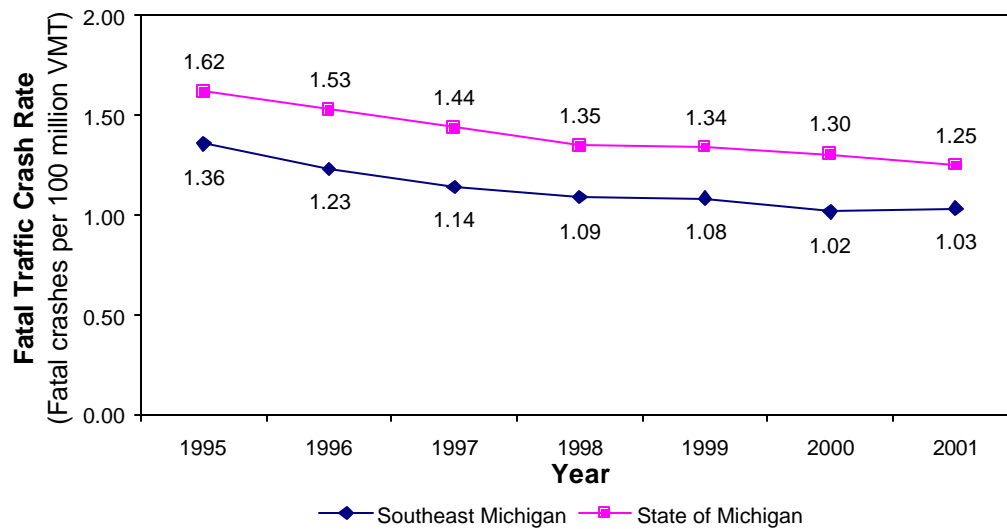
Figure 26
Traffic-Crash Fatalities, 1995-2001



Source: MSPTCD and SEMCOG, 2001.

As shown in Figure 27, the rate of fatal traffic crashes per 100 million miles traveled increased very slightly in Southeast Michigan. This is the first increase in fatal crash rate since 1995, when the rate of fatal traffic crashes jumped from 1.16 crashes per 100 million VMT in 1994 to 1.36 crashes per 100 million VMT in 1995. Table 6 shows how the number of fatal traffic crashes compared to VMT for 1995-2001.

Figure 27
Fatal Traffic Crash Rate, 1995-2001



Source: MSPTCD and SEMCOG, 2001.

Table 6
Fatal Traffic Crashes and VMT, 1995-2001

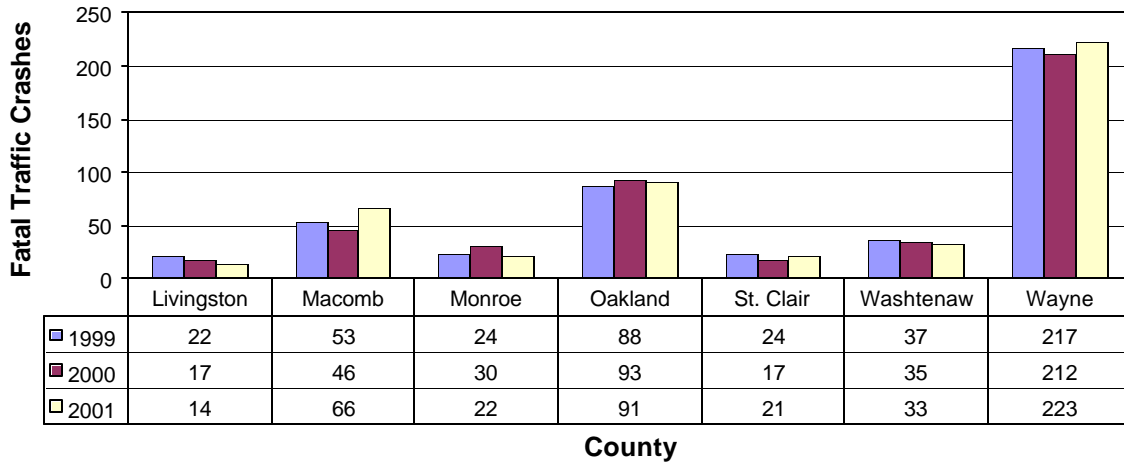
	Fatal Traffic Crashes		VMT (in millions)		Fatal Traffic Crash Rate (crashes per 100 million VMT)	
	Southeast Michigan	Michigan	Southeast Michigan	Michigan	Southeast Michigan	Michigan
1995	547	1,386	40,255	85,693	1.36	1.62
1996	509	1,339	41,239	87,664	1.23	1.53
1997	476	1,283	41,678	89,232	1.14	1.44
1998	463	1,235	42,513	91,616	1.09	1.35
1999	465	1,249	42,924	93,060	1.08	1.34
2000	450	1,237	44,167	94,915	1.02	1.30
2001	470	1,206	45,460	96,428	1.03	1.25

Source: MSPTCD and SEMCOG, 2001.

Fatal Traffic Crashes by County

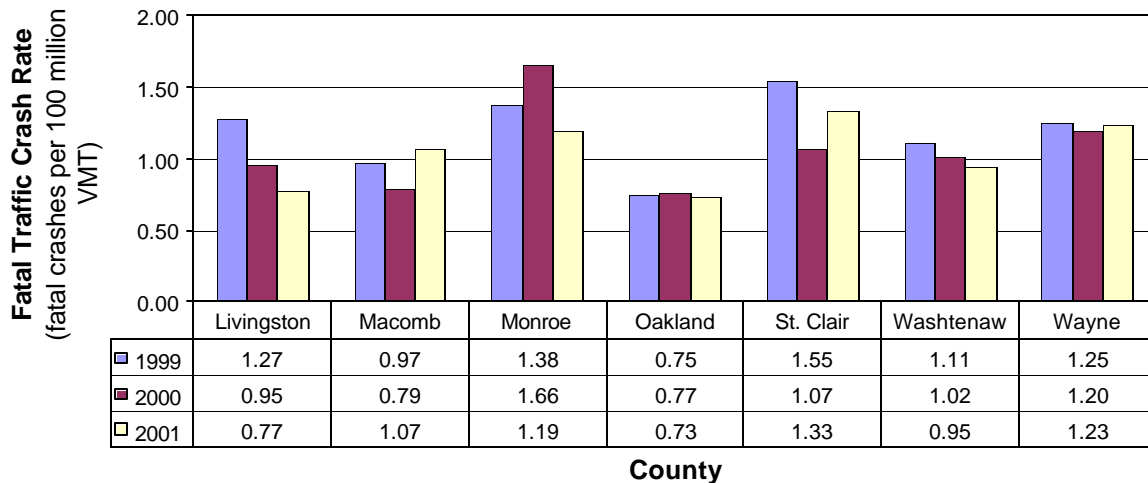
Though fatal traffic crashes increased in the region in 2001, Livingston, Monroe, Oakland, and Washtenaw counties experienced decreases in fatal crashes (Figure 28). The sharpest increase was in Macomb County, where fatal crashes increased 43 percent. Macomb, St. Clair, and Wayne counties were the only counties to see an increase in the rate of fatal traffic crashes per 100 million VMT (Figure 29).

Figure 28
Fatal Traffic Crashes by County, 1999-2001



Source: MSPTCD and SEMCOG, 2001.

Figure 29
Fatal Traffic Crash Rates by County, 1999-2001



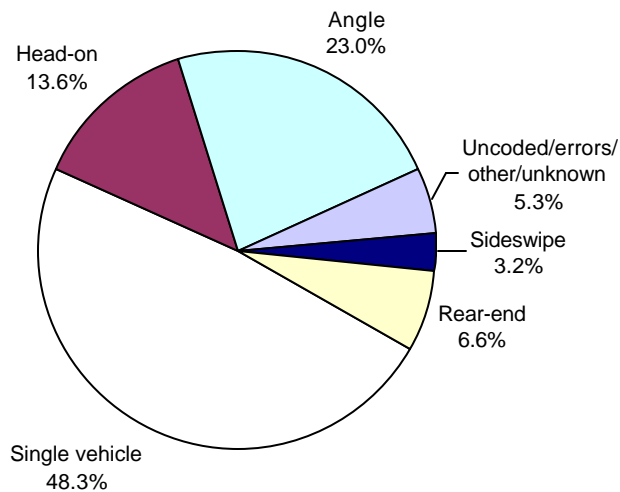
Source: MSPTCD and SEMCOG, 2001.

Fatal Traffic Crashes by Crash Type

As shown in Figure 30, nearly half of all fatal crashes in 2001 were single-vehicle crashes. Angle crashes made up the next biggest portion of fatal crashes at 23 percent.

Table 7 shows that single-vehicle crashes were also the crash type most likely to result in a fatality, with 84 out of every 10,000 single-vehicle crashes resulting in a death. Rear-end and sideswipe crashes were the least likely to cause a death.

Figure 30
Fatal Traffic Crashes by Crash Type, 2001



Source: MSPTCD and SEMCOG, 2001.

Table 7
Crash Types by Percent Resulting in a Fatality, 2001

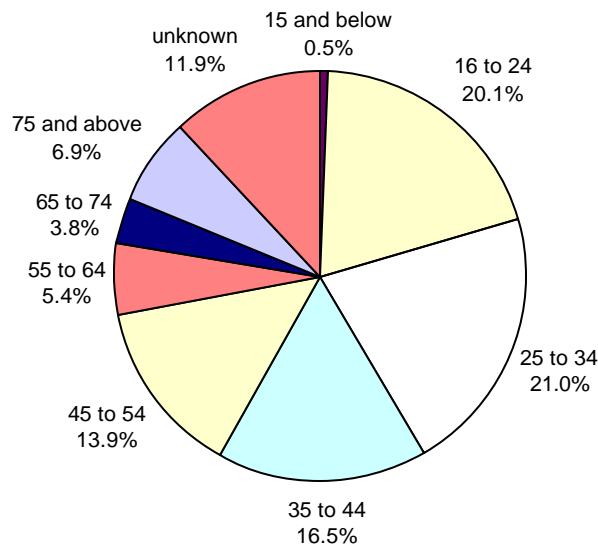
	Fatal Crashes	All Crashes	Percent Resulting in a Fatality
Single vehicle	227	26,941	0.84%
Head-on	64	9,758	0.66%
Angle	108	40,001	0.27%
Sideswipe	15	26,885	0.06%
Rear-end	31	61,679	0.05%
Uncoded/errors/other/unknown	25	15,475	0.16%
Total	470	180,739	0.26%

Source: MSPTCD and SEMCOG, 2001.

Age and Sex of Drivers in Fatal Traffic Crashes

Figure 31 shows the age distribution of drivers involved in fatal traffic crashes in 2001. Nearly 57 percent of drivers in fatal crashes were age 44 or younger. Table 8 divides age groups by sex of the driver. Male drivers outnumbered female drivers in fatal crashes by a two-to-one ratio.

Figure 31
Drivers in Fatal Traffic Crashes by Age Group, 2001



Source: MSPTCD and SEMCOG, 2001.

Table 8
Drivers in Fatal Crashes by Age and Sex, 2001

Age of Driver	Number of Drivers by Sex			Total
	Female	Male	Unknown	
15 and below	0	4	0	4
16 to 24	43	107	7	157
25 to 34	53	106	5	164
35 to 44	38	84	7	129
45 to 54	36	70	3	109
55 to 64	6	34	2	42
65 to 74	10	19	1	30
75 to 84	18	23	0	41
85 to 94	7	5	0	12
95 and above	1	0	0	1
Unknown	3	31	59	93
Total	215	483	84	782

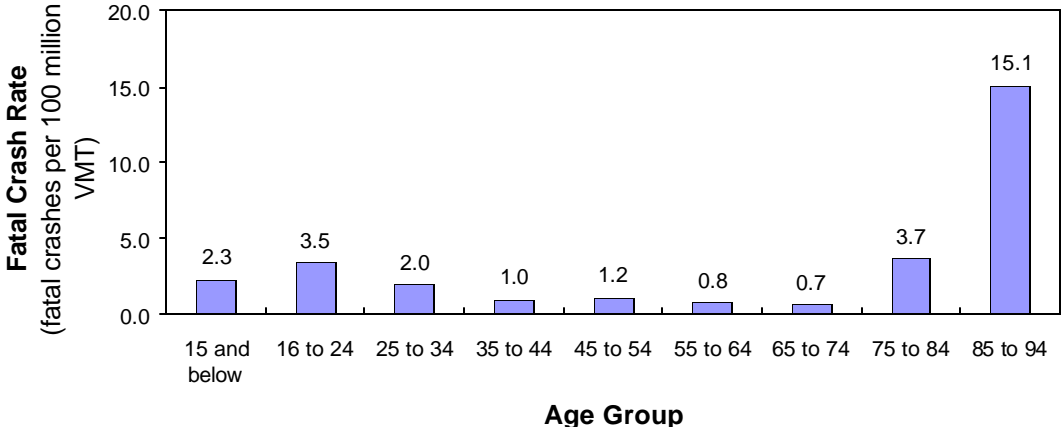
Source: MSPTCD and SEMCOG, 2001.

Rate of Fatal Traffic Crash Involvement by Age Group

Figure 32 shows the rate of fatal traffic crashes per 100 million VMT for each age group. One driver age 95 or above in 2001 was involved in a fatal traffic crash, but due to the small number of miles driven by that age group their fatal crash rate was 88.3 fatal crashes per 100 million VMT. Of all drivers age 16-94, drivers age 65-74 had the lowest fatal crash rate with 0.7 fatal crashes per 100 million VMT. Drivers age 85-94 had the highest fatal crash rate (15.1), followed by drivers age 75-84 (3.7).

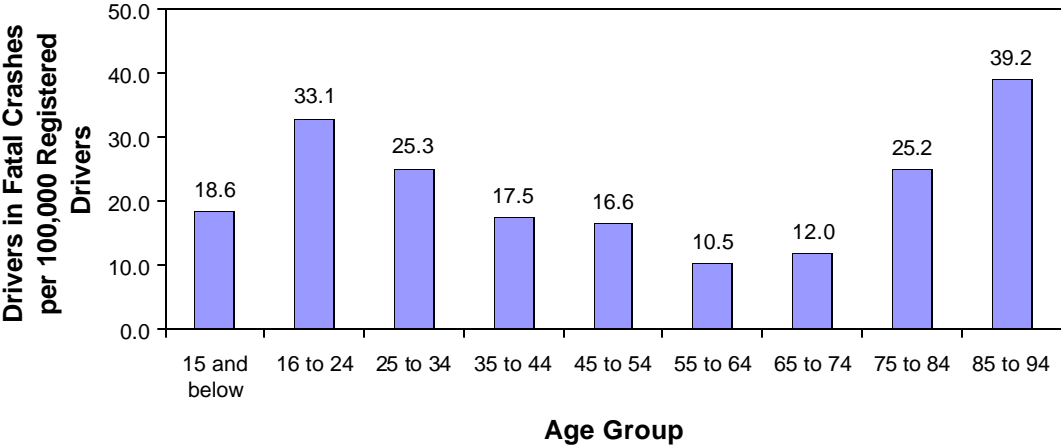
Figure 33 shows the number of drivers involved in fatal crashes compared to the number of registered drivers in that age group. By this measurement, drivers age 55-64 were the least likely to be involved in a fatal traffic crash — 10.5 drivers in this age group were in fatal crashes for every hundred thousand registered drivers. Drivers age 85-94 were the most likely to be in a fatal crash (39.2), followed by drivers age 16-24 (33.1).

Figure 32
Fatal Traffic Crash Rate by Age Group, 2001



Source: MSPTCD and SEMCOG, 2001.

Figure 33
Drivers in Fatal Traffic Crashes per 100,000 Registered Drivers, 2001



Source: MSPTCD, MDOS, and SEMCOG, 2001.

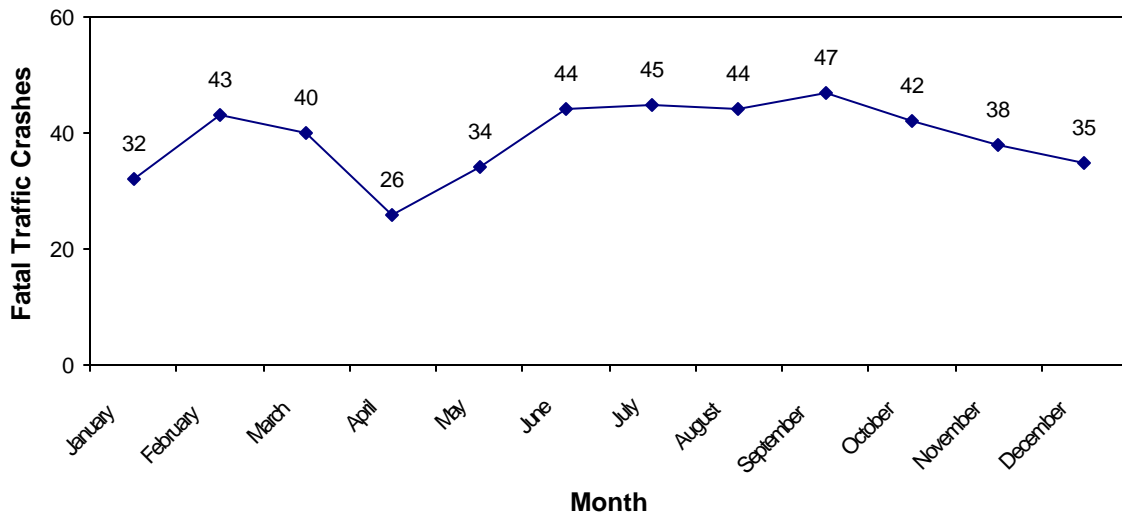
Fatal Traffic Crashes by Month, Day, and Hour

As shown in Figure 34, more fatal traffic crashes took place in September 2001 than any other month (47), even though January 2001 had the most crashes overall (Figure 10). April 2001 had the fewest fatal crashes (26).

Figure 35 shows the total number of fatal crashes that occurred on each day in 2001. Saturdays in 2000 saw the most fatal crashes (89), even though Fridays had the most overall crashes (Figure 11). Wednesdays had the fewest fatal crashes (51).

Figure 34

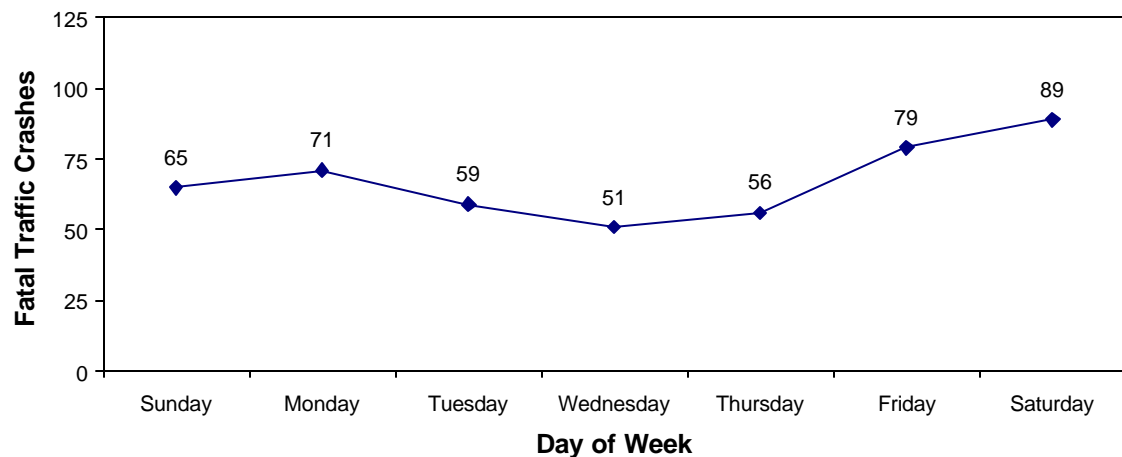
Fatal Traffic Crashes by Month, 2001



Source: MSPTCD and SEMCOG, 2001.

Figure 35

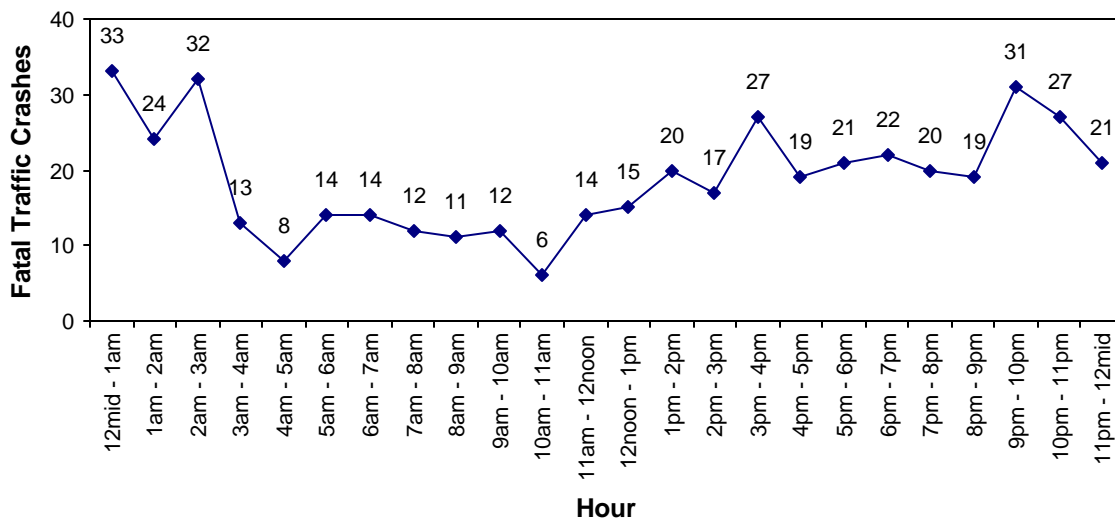
Fatal Traffic Crashes by Day of Week, 2001



Source: MSPTCD and SEMCOG, 2001.

As shown in Figure 36, the hour from midnight to 1 a.m. had the most fatal traffic crashes (33), followed closely by 2 a.m. - 3 a.m. (32) and 9 p.m. - 10 p.m. (31). The hours with the fewest fatal crashes were 4 a.m. - 5 a.m. (8) and 10 a.m. - 11 a.m. (6). Comparing this figure to Figure 12 illustrates that times of day with low numbers of overall crashes can have high numbers of fatal crashes.

Figure 34
Fatal Traffic Crashes by Hour of Day, 2001



Source: MSPTCD and SEMCOG, 2001.

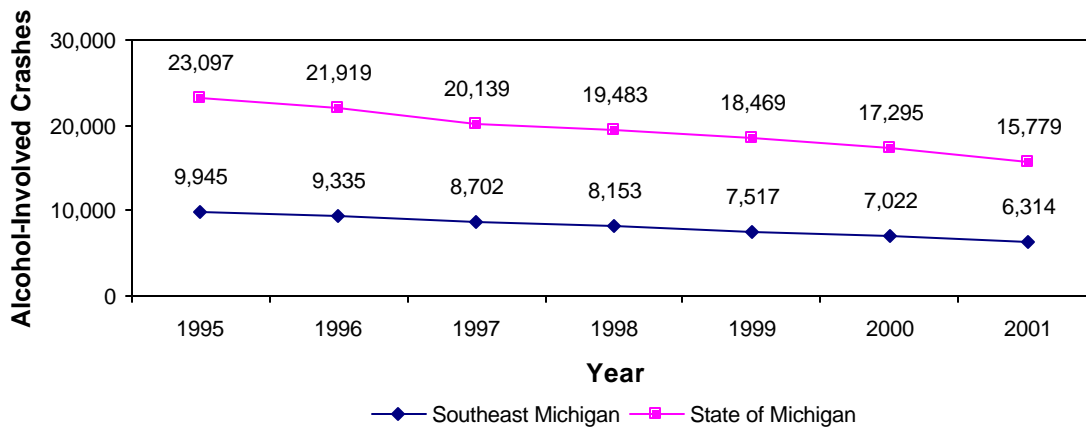
Alcohol-Involved Traffic Crashes

Beginning in 2000, an alcohol-involved crash is defined as a traffic crash where a driver, pedestrian, or cyclist had been drinking prior to the crash as reported by police, the coroner, or other accepted authorities. *Alcohol-involved crashes no longer include crashes where drugs other than alcohol were a factor.*

Figure 37 shows that the decrease in alcohol-involved traffic crashes in Southeast Michigan continued in 2001, as did the decrease in the State of Michigan. Just over 6,300 alcohol-involved crashes took place in Southeast Michigan in 2001, down 10.1 percent from 2000 levels.

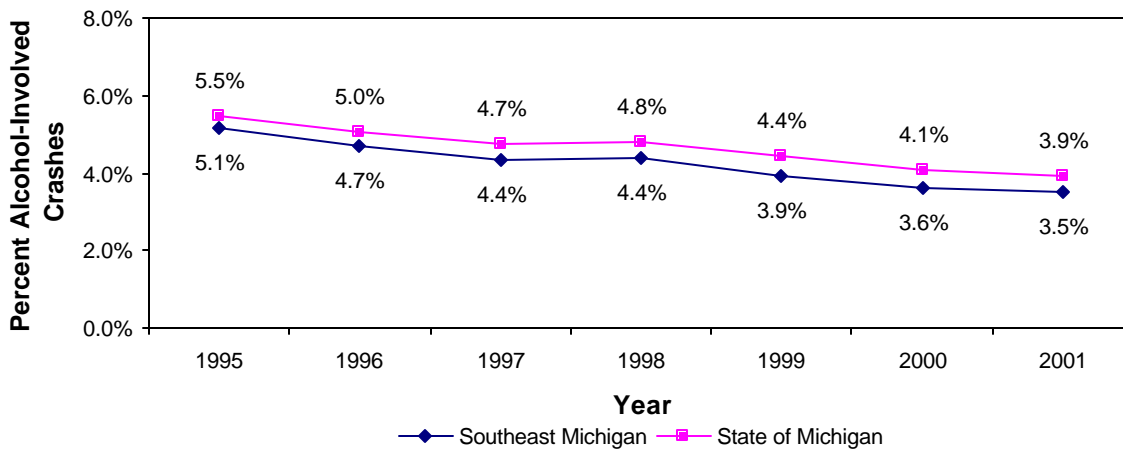
The percentage of crashes that involved alcohol declined again in 2001 (Figure 38). In 2001, 3.5 percent of all traffic crashes in Southeast Michigan and 3.9 percent of all traffic crashes in Michigan involved alcohol.

Figure 37
Alcohol-Involved Traffic Crashes, 1995-2001



Source: MSPTCD and SEMCOG, 2001.

Figure 38
Alcohol-Involved Traffic Crash Percentage, 1995-2001



Source: MSPTCD and SEMCOG, 2001.

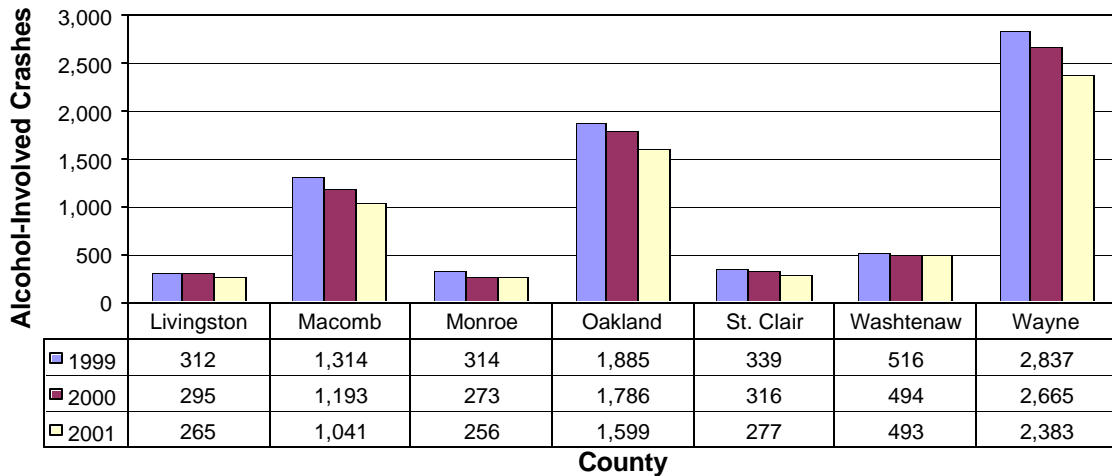
Alcohol-Involved Traffic Crashes by County

All Southeast Michigan counties experienced a decrease in traffic crashes involving alcohol (Figure 39). Macomb County (down 12.7 percent) and St. Clair County (down 12.3 percent) had the largest decreases.

Figure 40 shows that the alcohol-involved crash percentage decreased in all Southeast Michigan counties except Washtenaw and Monroe counties, where the alcohol-involved crash percentage increased slightly. Wayne County had the lowest percentage at three percent.

Figure 39

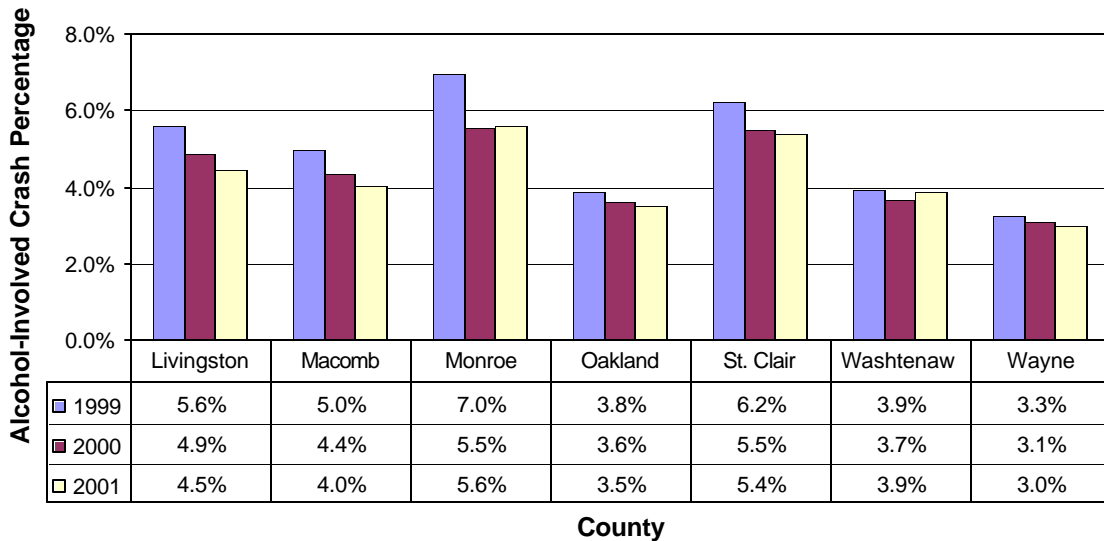
Alcohol-Involved Traffic Crashes by County, 1999-2001



Source: MSPTCD and SEMCOG, 2001.

Figure 40

Alcohol-Involved Traffic Crash Percentage by County, 1999-2001



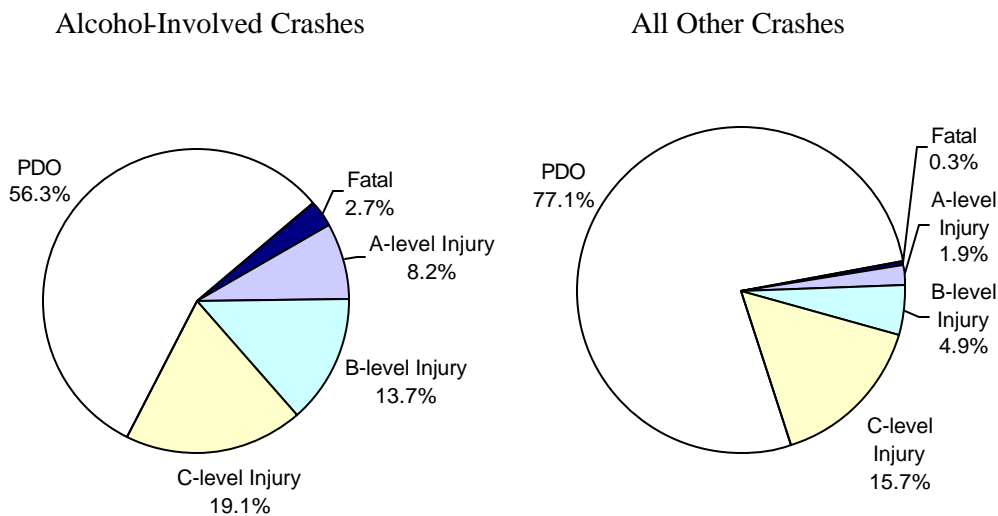
Source: MSPTCD and SEMCOG, 2001.

Alcohol-Involved Traffic Crashes by Severity

Seventy-seven percent of all traffic crashes that did not involve alcohol did not result in any injuries, compared to only 56 percent of alcohol-involved crashes. Alcohol-involved crashes were nine times as likely to be fatal as non-alcohol-involved crashes. Figure 41 shows how the severity of alcohol-involved crashes compared to all other crashes in 2001.

Table 9 shows that over 36 percent of all fatal crashes in Southeast Michigan in 2001 involved alcohol, and nearly 15 percent of all A-level injury crashes involved alcohol.

Figure 41
Severity of Alcohol-Involved Crashes Compared to All Other Crashes, 2001



Source: MSPTCD and SEMCOG, 2001.

Table 9
Crash Severity by Alcohol-Involved Percentage, 2001

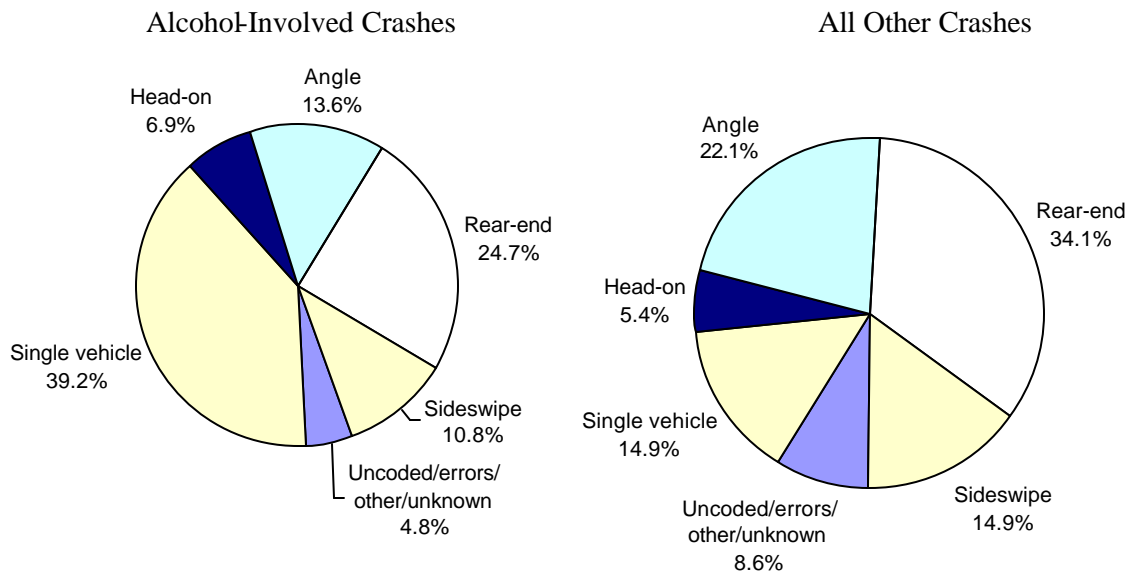
Crash Severity	Alcohol-Involved Traffic Crashes	All Traffic Crashes	Alcohol-Involved Percentage
Fatal	171	470	36.4%
A-level Injury	518	3,522	14.7%
B-level Injury	864	8,896	9.7%
C-level Injury	1,204	28,451	4.2%
PDO	3,557	139,400	2.6%
Total	6,314	180,739	3.5%

Source: MSPTCD and SEMCOG, 2001.

Alcohol-Involved Traffic Crashes by Crash Type

As shown in Figure 42, crashes involving alcohol in 2001 were most often single-vehicle crashes, followed by rear-end crashes. This pattern is different from the one shown by crashes that did not involve alcohol, where rear-end crashes were most common, followed by angle crashes. Nearly one out of every 10 single-vehicle crashes in 2001 involved alcohol (Table 10).

Figure 42
Crash Types of Alcohol-Involved Crashes Compared to All Other Crashes, 2001



Source: MSPTCD and SEMCOG, 2001.

Table 10
Crash Types by Alcohol-Involved Percentage, 2001

Crash Type	Alcohol-Involved Traffic Crashes	All Traffic Crashes	Alcohol-Involved Percentage
Single vehicle	2,476	26,941	9.2%
Head-on	435	9,758	4.5%
Sideswipe	684	26,885	2.5%
Rear-end	1,562	61,679	2.5%
Angle	856	40,001	2.1%
Uncoded/errors/other/unknown	301	15,475	1.9%
Total	6,314	180,739	3.5%

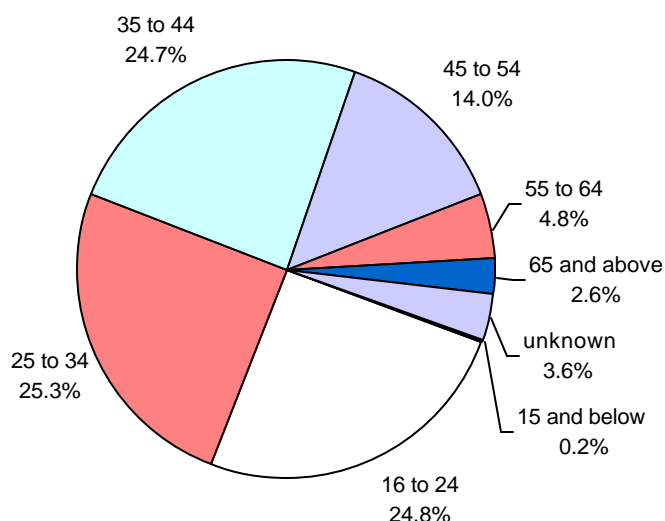
Source: MSPTCD and SEMCOG, 2001.

Had-Been-Drinking Drivers by Age and Sex

As in 2000, drivers between the ages of 16 and 44 accounted for nearly 75 percent of had-been-drinking (HBD) drivers in 2001. Figure 43 shows the percent of HBD drivers in each age group in 2001.

Table 11 shows the numbers of HBD drivers in each age group and sex. In 2001, there were more than three male drinking drivers in crashes for every female drinking driver in a crash.

Figure 43
HBD Drivers by Age, 2001



Source: MSPTCD and SEMCOG, 2001.

Table 11
HBD Drivers by Age and Sex, 2001

Age of Driver	Number of Drivers by Sex			Total
	Female	Male	Unknown	
15 and below	2	9	0	11
16 to 24	298	1,238	25	1,561
25 to 34	345	1,211	39	1,595
35 to 44	419	1,105	35	1,559
45 to 54	172	697	11	880
55 to 64	44	247	12	303
65 to 74	17	112	4	133
75 to 84	4	25	1	30
85 to 94	0	1	0	1
Unknown	34	178	14	226
Total	1,335	4,823	141	6,299

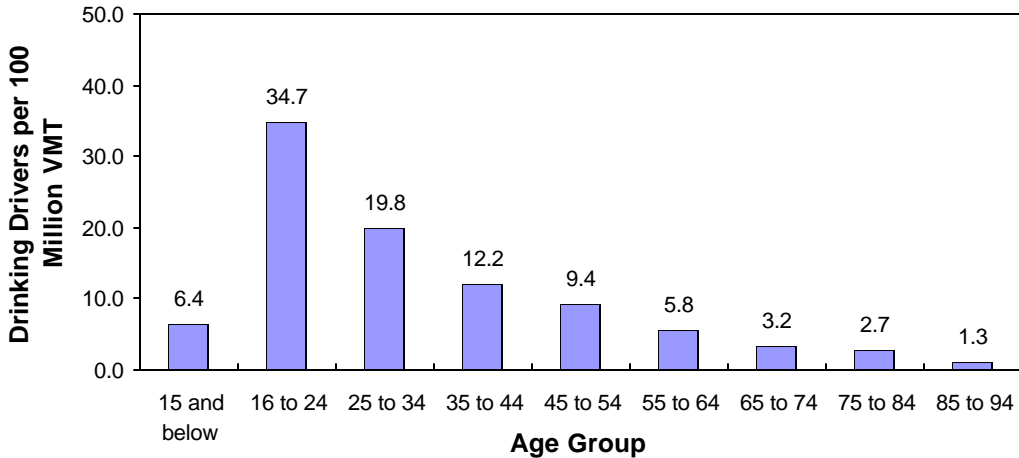
Source: MSPTCD and SEMCOG, 2001.

Rate of Involvement by Age Group

Figure 44 shows the number of HBD drivers in each age group per 100 million miles traveled by that age group. No drivers age 95 and above were drinking before they were involved in a traffic crash, so they are not included in the figures below. The 16-24 age group had the highest number of HBD drivers compared to the number of miles traveled, and the 85-94 age group had the lowest number.

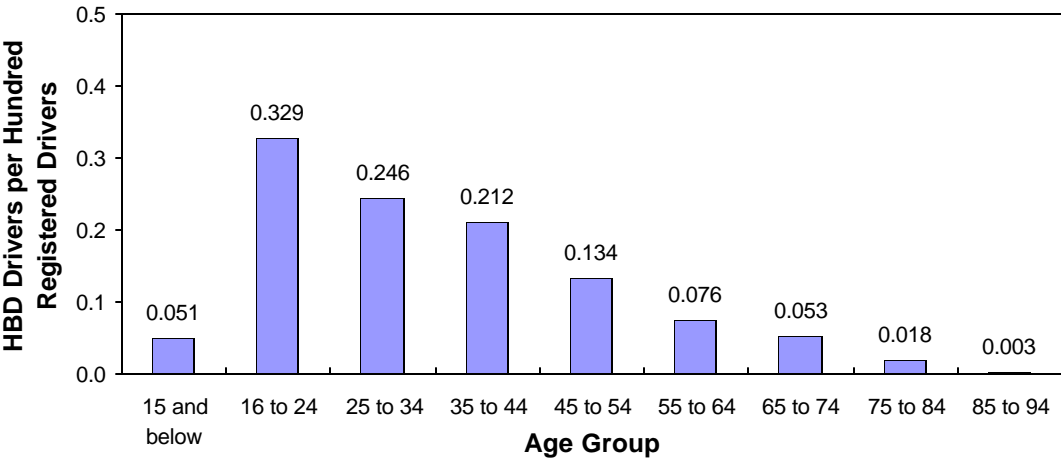
Figure 45 shows the number of HBD drivers compared to the number of registered drivers in each age group. This comparison reveals results similar to Figure 44, with the 16-24 age group having the highest rate of HBD drivers and the 85-94 age group having the lowest rate.

Figure 44
HBD Drivers per 100 Million VMT by Age Group, 2001



Source: MSPTCD and SEMCOG, 2001.

Figure 45
HBD Drivers per Hundred Registered Drivers by Age Group, 2001



Source: MSPTCD, MDOS, and SEMCOG, 2001.

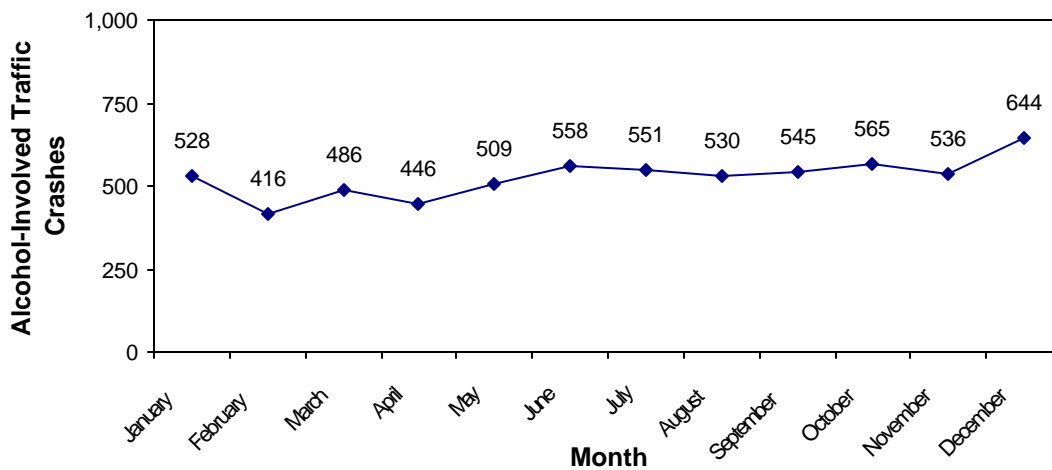
Alcohol-Involved Traffic Crashes by Month, Day, and Hour

Figure 46 shows the number of alcohol-involved traffic crashes that took place during each month of 2001. December had the most alcohol-involved crashes (644) even though January had the most crashes overall (Figure 10). February saw the fewest alcohol-involved crashes (416) as well as the fewest overall crashes.

As shown in Figure 47, alcohol-involved traffic crashes increase on the weekends, the opposite of the pattern shown by all crashes (Figure 11). Saturdays had the most alcohol-involved crashes (1,306) and Tuesdays saw the fewest (567).

Figure 46

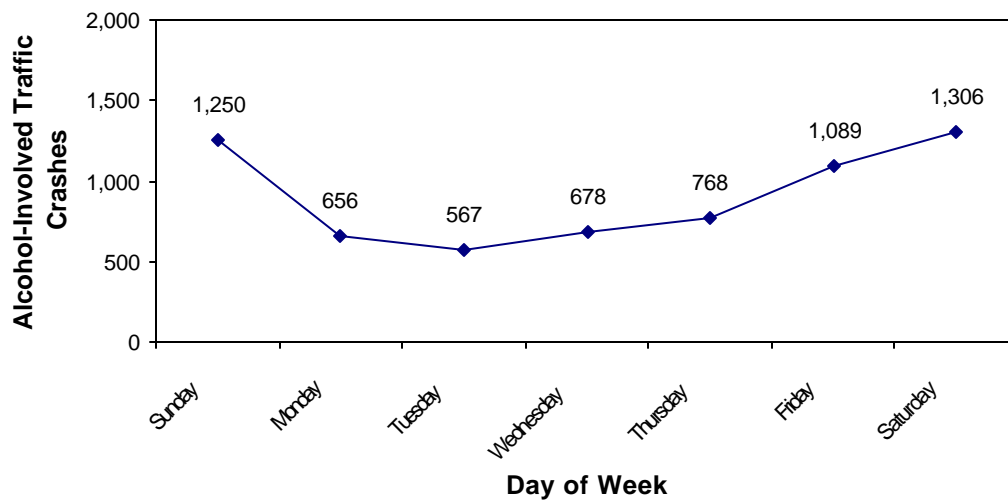
Alcohol-Involved Traffic Crashes by Month, 2001



Source: MSPTCD and SEMCOG, 2001.

Figure 47

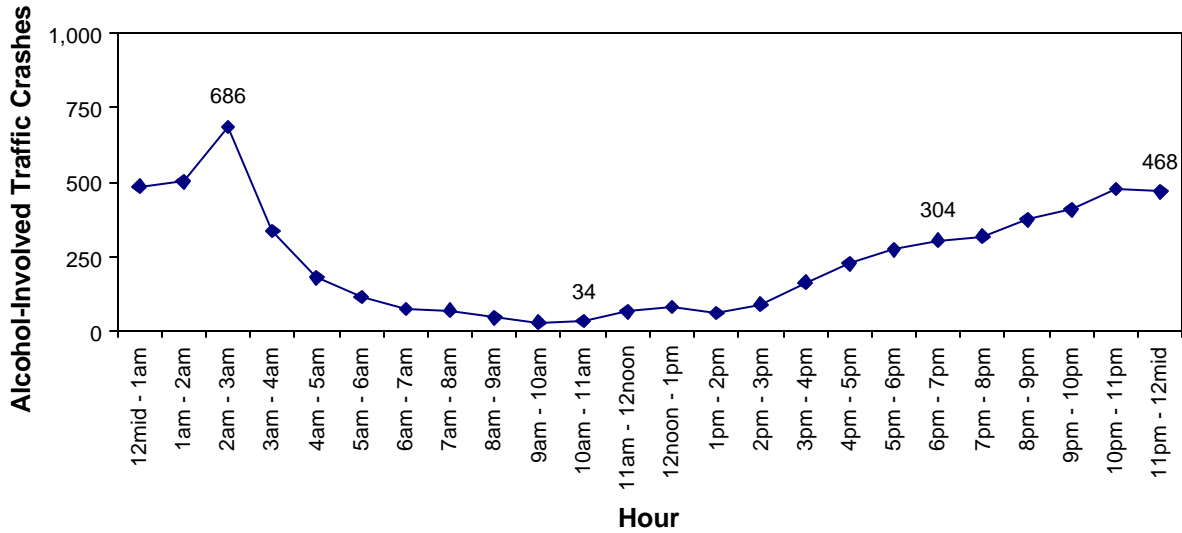
Alcohol-Involved Traffic Crashes by Day of Week, 2001



Source: MSPTCD and SEMCOG, 2001.

More alcohol-involved crashes (686) took place between 2 a.m. and 3 a.m. than during any other hour in 2001, as shown in Figure 48. Because of the relatively small number of overall crashes (Figure 12) taking place during that hour, nearly one out of every four traffic crashes that took place between 2 a.m. and 3 a.m. involved alcohol in 2001.

Figure 48
Alcohol-Involved Traffic Crashes by Hour of Day, 2001



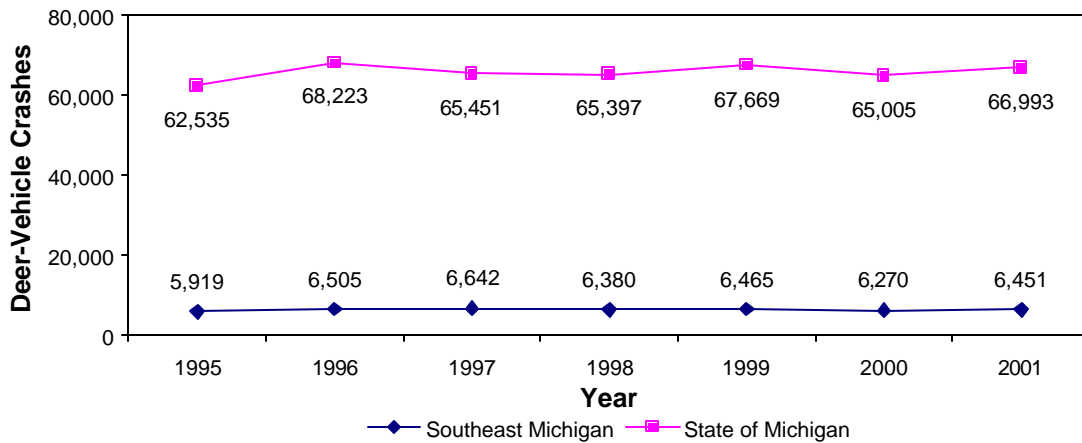
Source: MSPTCD and SEMCOG, 2001.

Vehicle-Deer Crashes

Collisions between deer and motor vehicles increased in 2001 despite an overall decrease in crashes. This increase in vehicle-deer crashes was seen both in Southeast Michigan and in the State of Michigan (Figure 49).

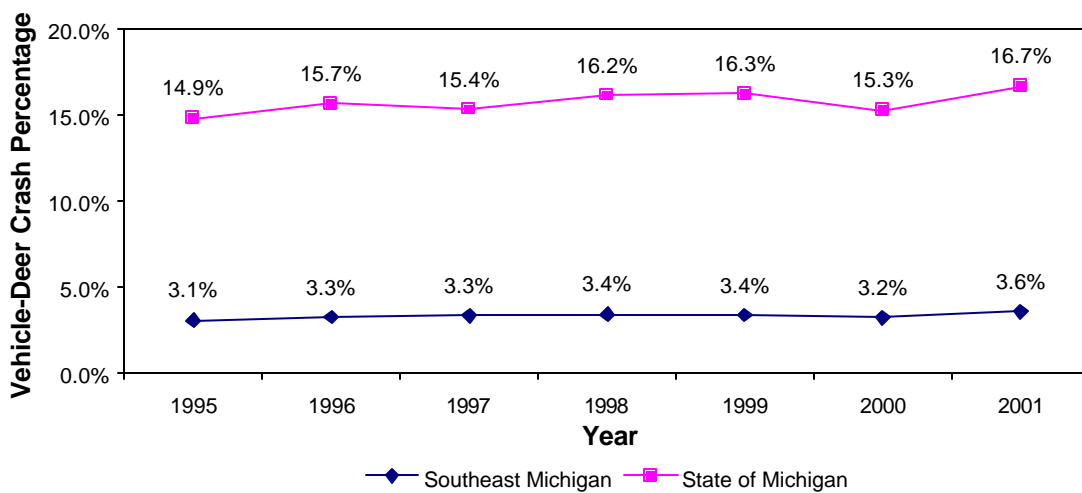
Since collisions with deer increased and overall crashes decreased, the percentage of all crashes that involved deer increased to 3.6 percent in 2001. This is the highest rate since SEMCOG began keeping records in 1993. The deer-crash rate increased in Michigan as well, to 16.7 percent.

Figure 49
Vehicle-Deer Crashes, 1995-2001



Source: MSPTCD and SEMCOG, 2001.

Figure 50
Vehicle-Deer Crash Percentage, 2001



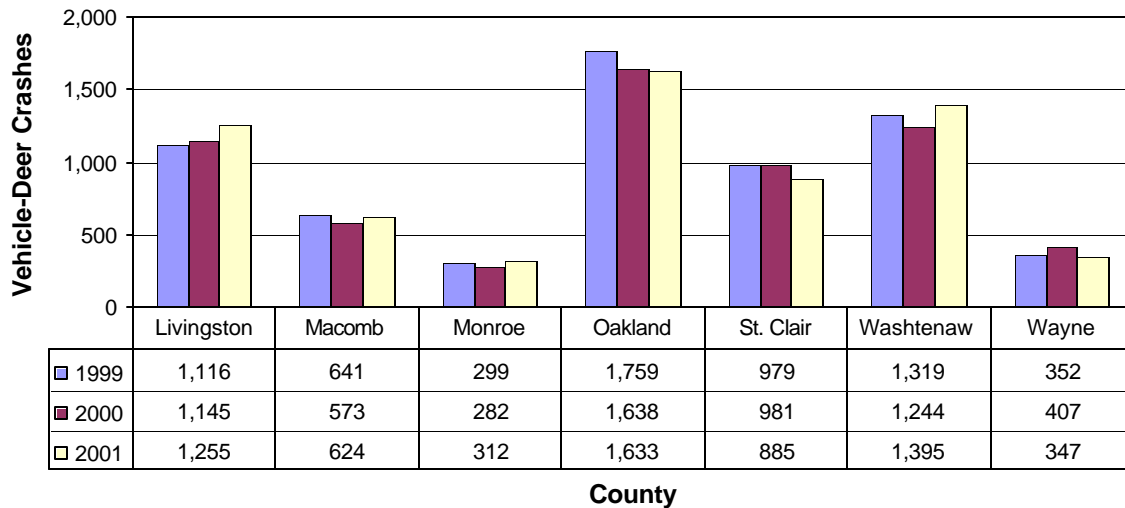
Source: MSPTCD and SEMCOG, 2001.

Vehicle-Deer Crashes by County

Oakland, St. Clair, and Wayne counties experienced decreases in car-deer crashes in 2001, though the drop in Oakland County was very small. Figure 51 shows the number of vehicle-deer crashes in each county in 1999-2001.

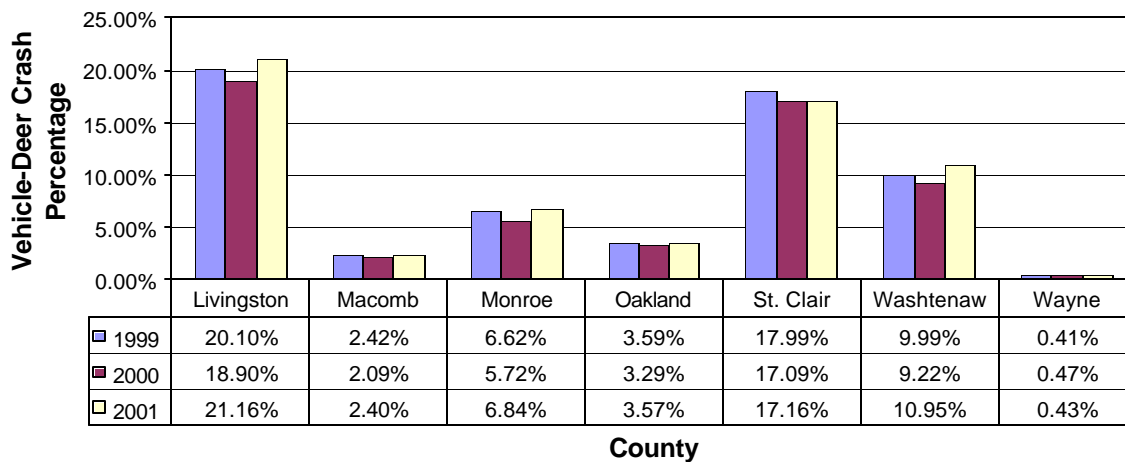
As Figure 52 shows, Livingston County continues to lead the region in vehicle-deer crash percentage. More than one out of every five crashes in Livingston County in 2001 involved a deer. St. Clair and Washtenaw counties followed, with 17 percent deer crashes and 11 percent deer crashes, respectively.

Figure 51
Vehicle-Deer Crashes by County, 1999-2001



Source: MSPTCD and SEMCOG, 2001.

Figure 52
Vehicle-Deer Crash Percentage by County, 1999-2001



Source: MSPTCD and SEMCOG, 2001.

Vehicle-Deer Crashes by Severity

As shown in Table 12, crashes with deer accounted for more than four percent of all PDO crashes in Southeast Michigan in 2001. No vehicle-deer crashes were fatal in Southeast Michigan in 2001, and over 96 percent of all crashes with deer resulted only in property damage.

Table 12
Severity of Vehicle-Deer Crashes, 2001

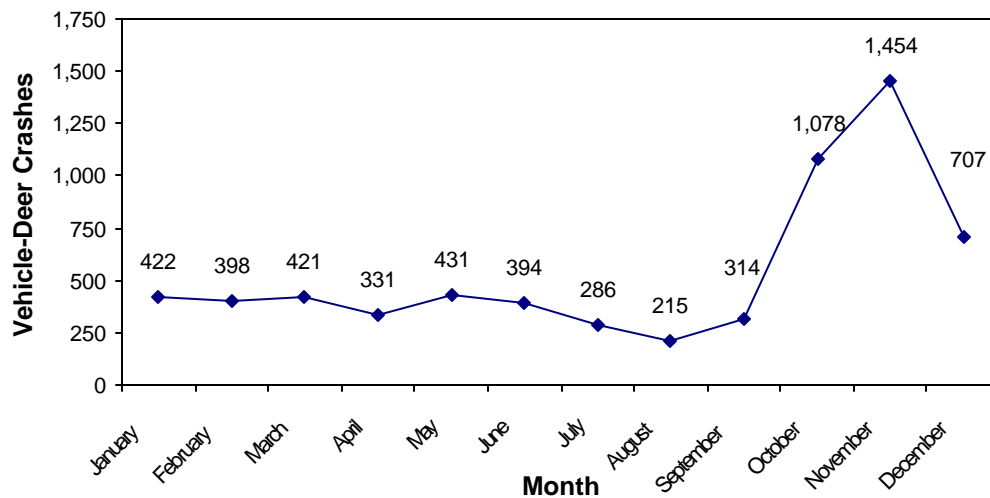
Crash Severity	Vehicle-Deer Crashes	All Crashes	Vehicle-Deer Crash Percentage
Fatal	0	470	0.0%
A-level Injury	16	3,522	0.5%
B-level Injury	67	8,896	0.8%
C-level Injury	146	28,451	0.5%
PDO	6,222	139,400	4.5%
Total	6,451	180,739	3.6%

Source: MSPTCD and SEMCOG, 2001.

Vehicle-Deer Crashes by Month, Day, and Hour

Figure 53 shows the number of vehicle-deer crashes that took place in each month of 2001. Deer crashes peaked in November at 1,454. Over 39 percent of all deer crashes took place in October or November. August had the fewest crashes at 215.

Figure 53
Vehicle-Deer Crashes by Month, 2001

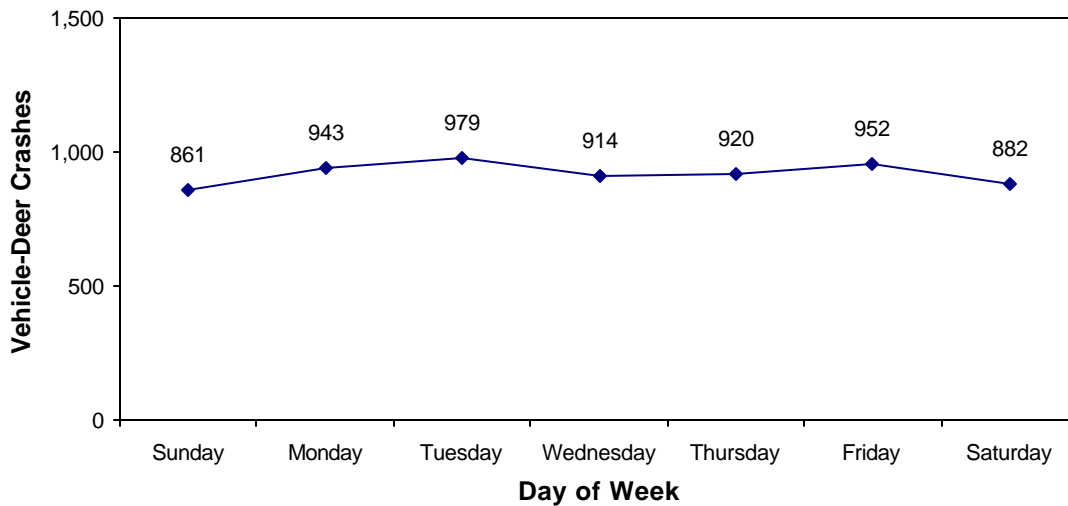


Source: MSPTCD and SEMCOG, 2001.

Figure 54 shows the number of vehicle-deer crashes in 2001 grouped by the day on which they happened. The most crashes with deer occurred on Tuesdays (979) and the fewest occurred on Sundays (861), although no day-of-week pattern is apparent in the data.

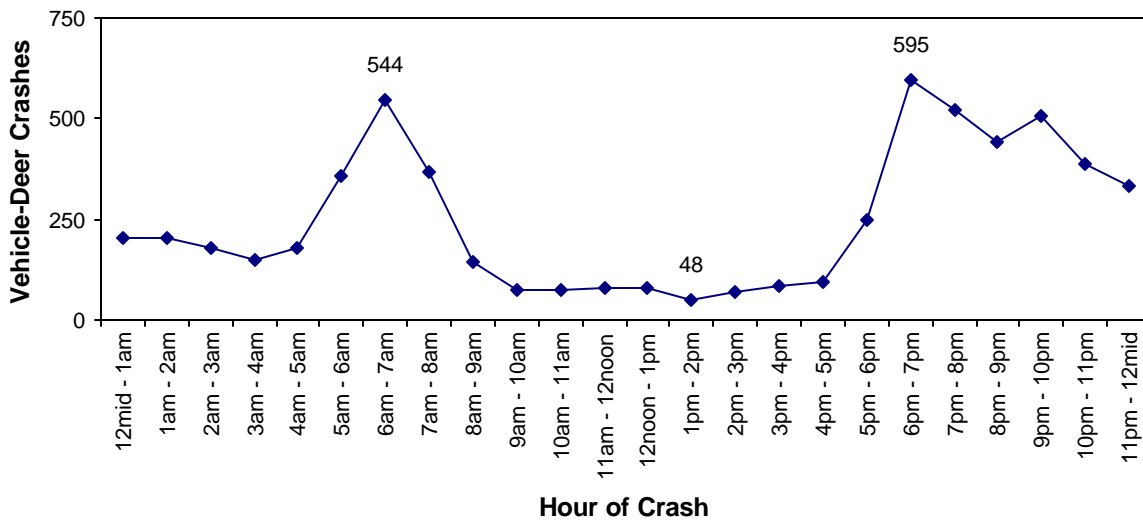
Deer crashes were most likely to occur during evenings or early mornings (Figure 55). The pattern of deer crashes by time of day is quite different from the pattern of all traffic crashes (Figure 12). The morning peak in deer crashes is almost equal to the evening peak, and crashes decrease sharply during daylight hours.

Figure 54
Vehicle-Deer Crashes by Day of Week, 2001



Source: MSPTCD and SEMCOG, 2001.

Figure 55
Vehicle-Deer Crashes by Hour of Day, 2001

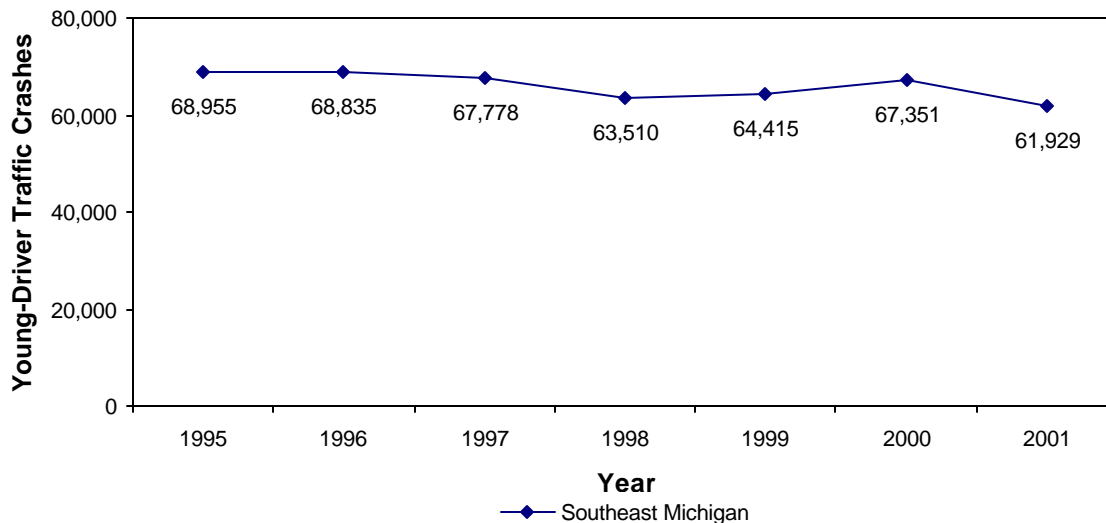


Source: MSPTCD and SEMCOG, 2001.

Young-Driver Traffic Crashes

A young driver is commonly defined as a driver between the ages of 16 and 24. As Figure 56 shows, young-driver crashes decreased eight percent in Southeast Michigan in 2001. Data for Michigan are not available. Though traffic crashes of all types decreased in Southeast Michigan in 2001, young-driver crashes accounted for a slightly smaller percentage of all crashes than in 2000. Table 13 shows young-driver crash percentages for 1995-2001.

Figure 56
Young-Driver Traffic Crashes, 1995-2001



Source: MSPTCD and SEMCOG, 2001.

Table 13
Young-Driver Traffic Crash Percentage, 1995-2001

	1995	1996	1997	1998	1999	2000	2001
Young-Driver Traffic Crashes	68,955	68,835	67,778	63,510	64,415	67,351	61,929
All Traffic Crashes	193,557	199,420	199,638	186,693	191,006	193,955	180,739
Young Driver Percentage	35.6%	34.5%	34.0%	34.0%	33.7%	34.7%	34.3%

Source: MSPTCD and SEMCOG, 2001.

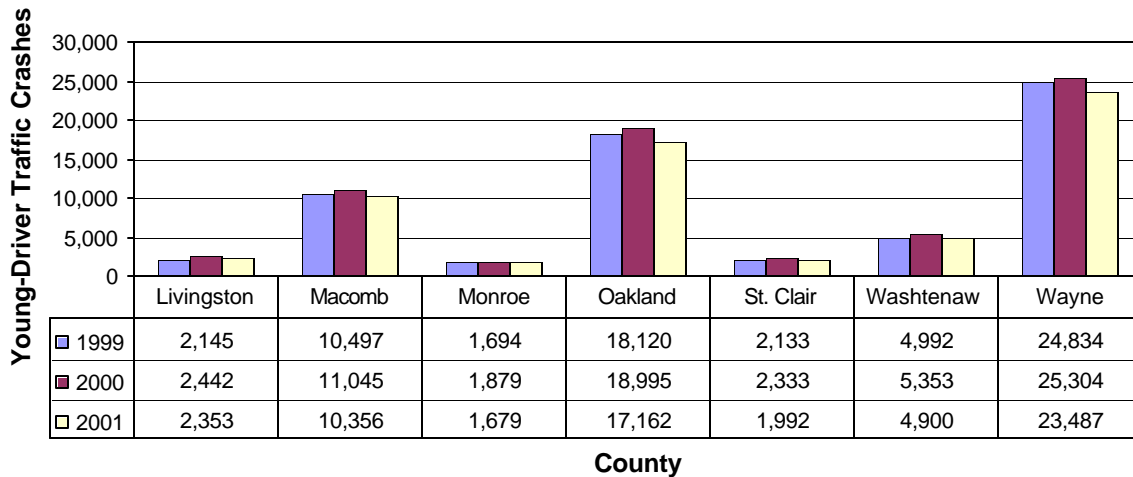
Young-Driver Traffic Crashes by County

Figure 57 shows the number of young-driver crashes in each county in 1999-2001. All Southeast Michigan counties experienced a decrease in young-driver crashes, ranging from a 3.6 percent decrease in Livingston County to a 14.6 percent decrease in St. Clair County.

Wayne County continued to have the lowest young-driver traffic crash percentage in the region at just over 29 percent (Figure 58). Livingston and Macomb counties had the highest percentages at nearly 40 percent.

Figure 57

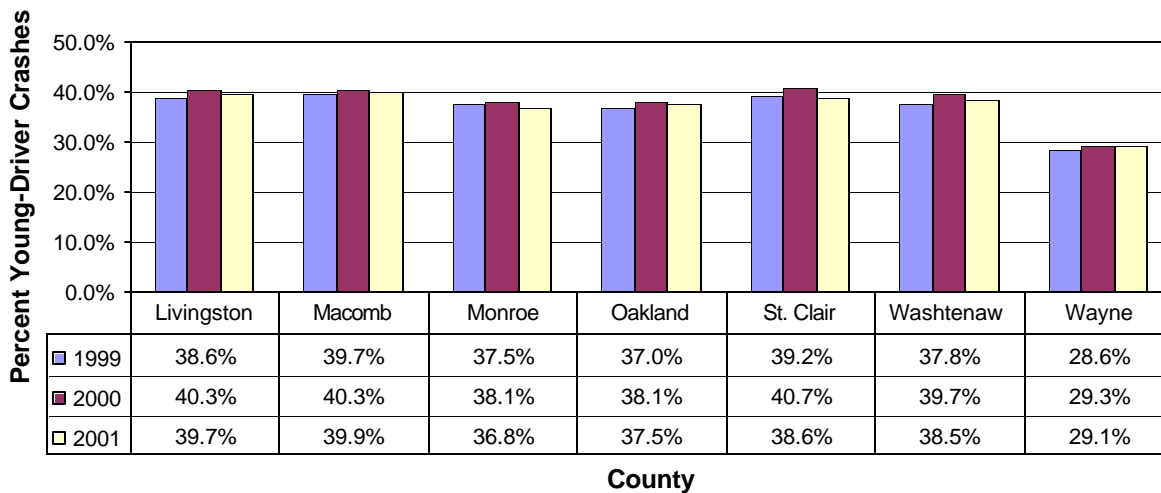
Young-Driver Traffic Crashes by County, 1999-2001



Source: MSPTCD and SEMCOG, 2001.

Figure 58

Young-Driver Traffic Crash Percentage by County, 1999-2001

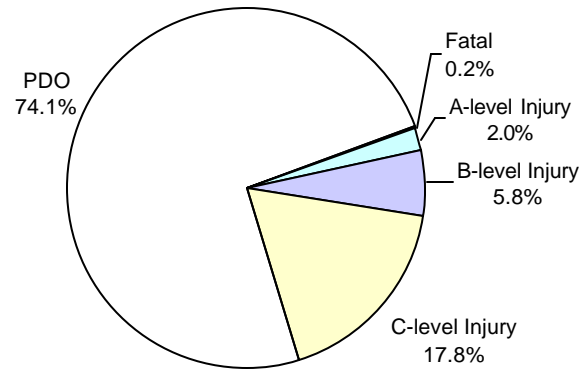


Source: MSPTCD and SEMCOG, 2001.

Young-Driver Traffic Crashes by Severity and Crash Type

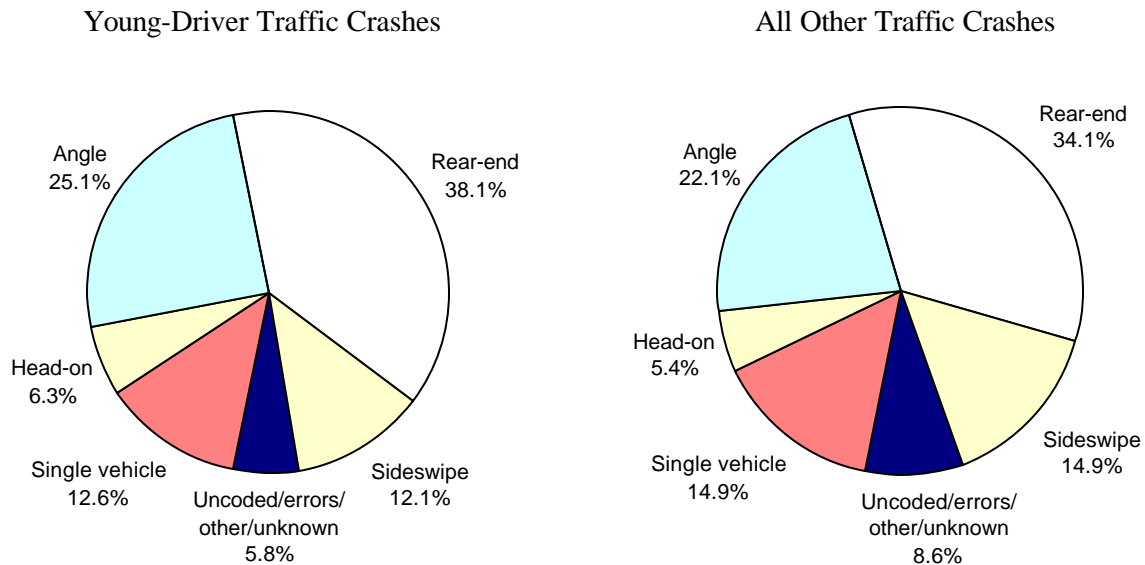
Over 74 percent of traffic crashes involving young drivers resulted in property damage only. Figure 59 shows the severity of crashes involving young drivers in 2001. Crashes involving young drivers were fatal at a slightly lower rate than all traffic crashes, 0.2 percent (Figure 59). When compared to all other drivers (Figure 60), young drivers were more likely to have rear-end crashes and less likely to have sideswipe crashes.

Figure 59
Young-Driver Traffic Crashes by Severity, 2001



Source: MSPTCD and SEMCOG, 2001.

Figure 60
Young-Driver Traffic Crashes by Crash Type, 2001

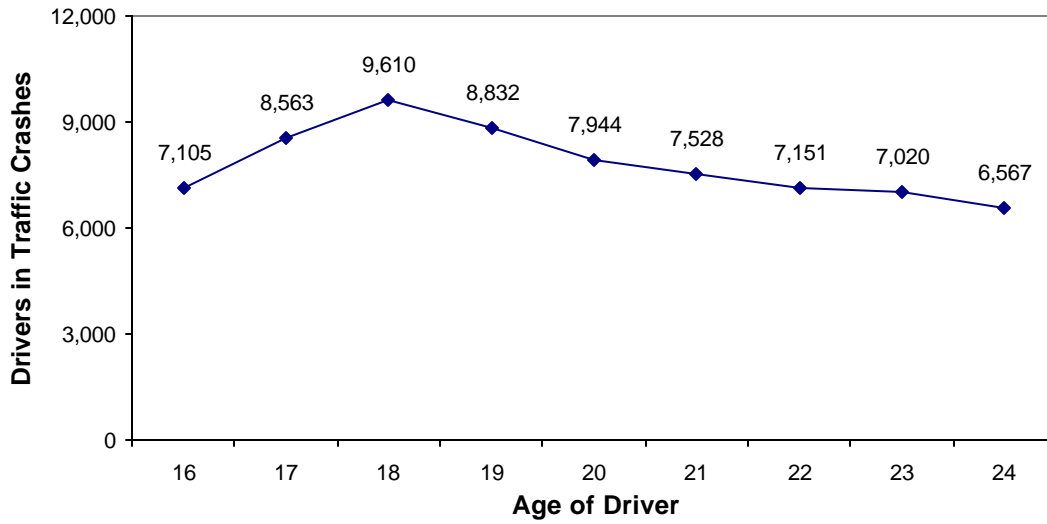


Source: MSPTCD and SEMCOG, 2001.

Young Drivers in Traffic Crashes by Age and Sex

Figure 61 shows how many young drivers of each specific age were involved in traffic crashes in 2001. Crashes among young drivers peaked at age 18 for both females and males, with over 9,600 crashes. Drivers who were age 24 were involved in 6,567 traffic crashes in 2001, the smallest number of crashes of all young drivers. Table 14 breaks down each age by sex.

Figure 61
Young Drivers in Traffic Crashes by Age, 2001



Source: MSPTCD and SEMCOG, 2001.

Table 14
Young Drivers in Traffic Crashes by Age and Sex, 2001

Age of Driver	Number of Drivers by Sex			Total
	Female	Male	Unknown	
16	3,045	3,839	221	7,105
17	3,663	4,618	282	8,563
18	3,809	5,474	327	9,610
19	3,490	5,042	300	8,832
20	3,200	4,468	276	7,944
21	3,097	4,201	230	7,528
22	2,963	3,951	237	7,151
23	2,999	3,786	235	7,020
24	2,800	3,556	211	6,567
Total	29,066	38,935	2,319	70,320

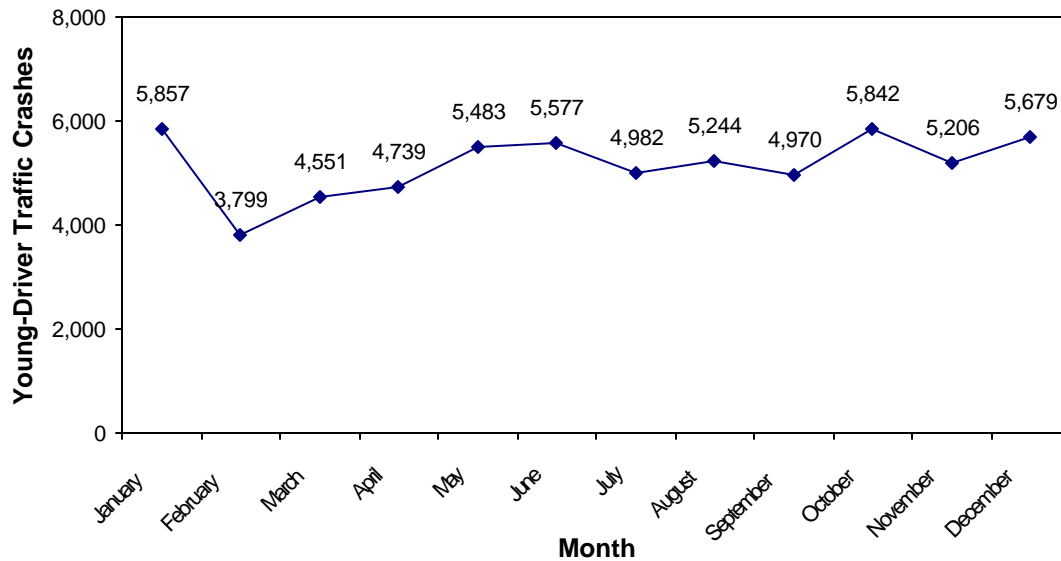
Source: MSPTCD and SEMCOG, 2001.

Young-Driver Traffic Crashes by Month, Day, and Hour

As with all traffic crashes, crashes involving young drivers were most frequent in January (5,857) and October (5,842), and least frequent in February (3,799). When grouped by day of week, young-driver crashes followed the same pattern as all crashes (Figure 11), with the most crashes taking place on Fridays (11,302) and the fewest taking place on Sundays (6,382). Figures 62 and 63 shows these numbers in greater detail.

Figure 62

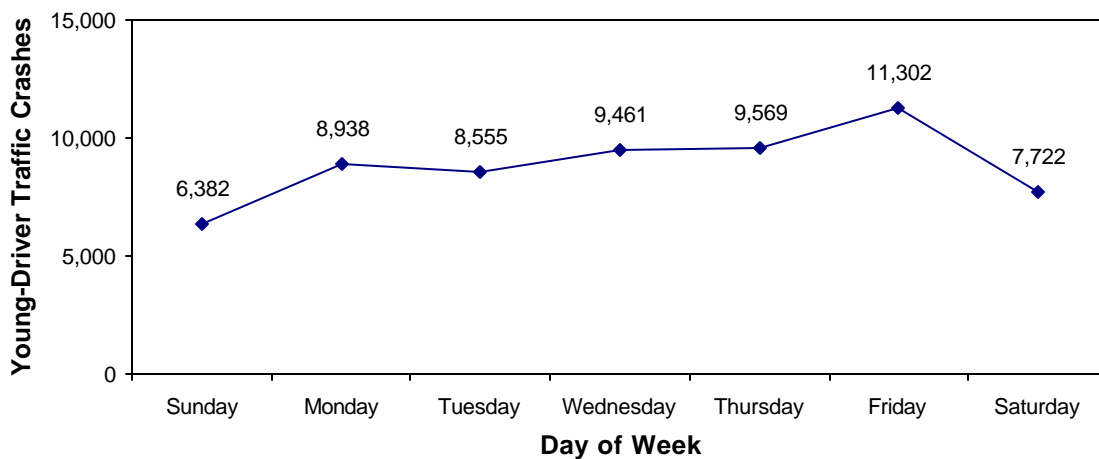
Young-Driver Traffic Crashes by Month, 2001



Source: MSPTCD and SEMCOG, 2001.

Figure 63

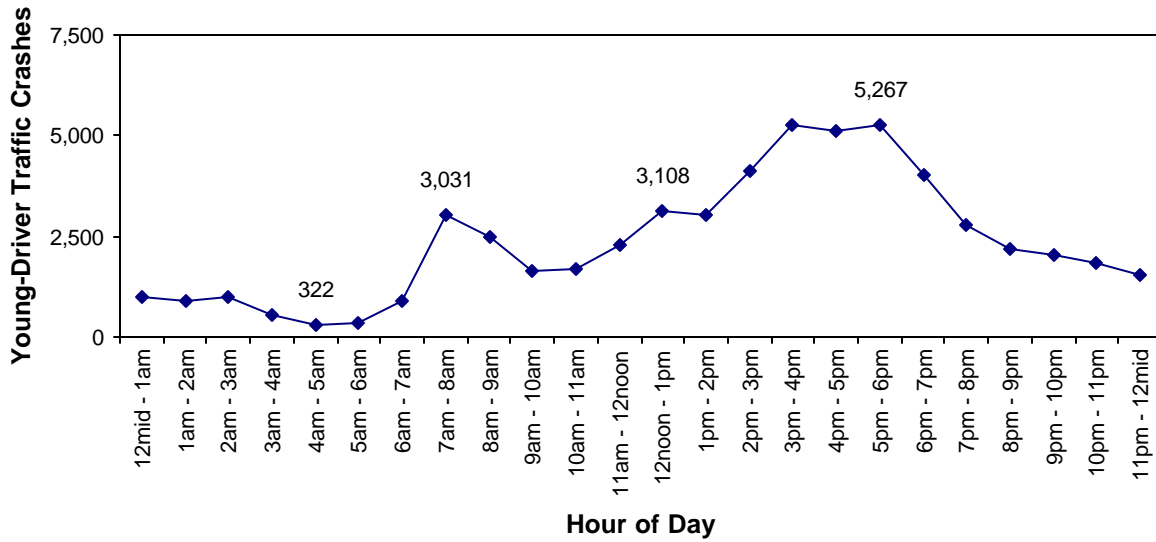
Young-Driver Traffic Crashes by Day of Week, 2001



Source: MSPTCD and SEMCOG, 2001.

Figure 64 shows the number of young-driver traffic crashes grouped by the hour they occurred. As with all traffic crashes in 2001 (Figure 12), traffic crashes involving young drivers were most frequent between 5 p.m. and 6 p.m. (5,267 traffic crashes) and least frequent between 4 a.m. and 5 a.m.

Figure 64
 Young-Driver Traffic Crashes by Hour of Day, 2001



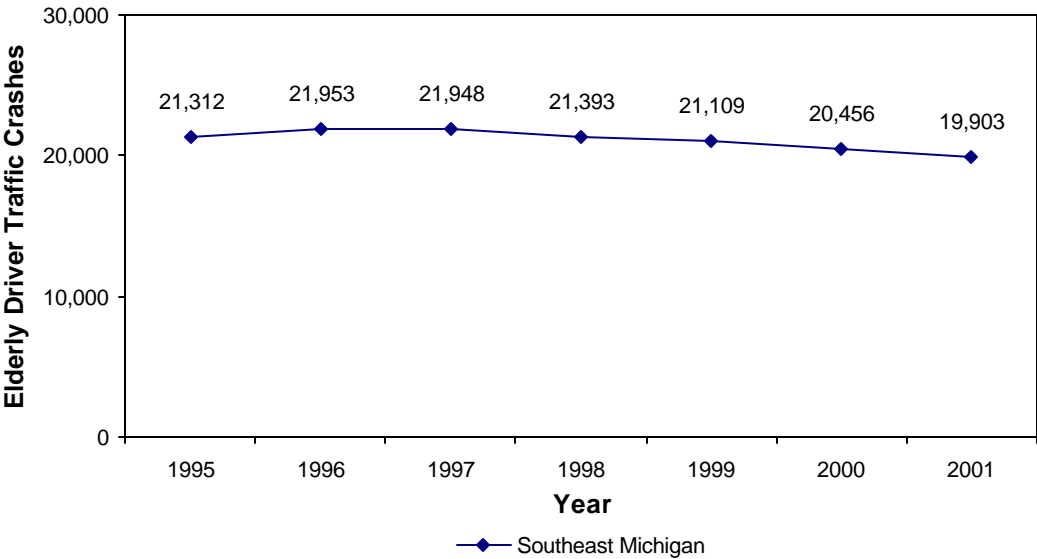
Source: MSPTCD and SEMCOG, 2001.

Elderly Driver Traffic Crashes

An elderly driver is commonly defined as a driver who is age 65 or older. Figure 65 shows the number of traffic crashes involving elderly drivers in Southeast Michigan in 2001, regardless of the cause of the crash. Crashes involving elderly drivers in Southeast Michigan declined in 2001 for the fifth consecutive year, to 19,903 crashes.

Table 15 shows that 11.0 percent of all traffic crashes in Southeast Michigan in 2001 involved an elderly driver, up from 10.5 percent in 2000.

Figure 65
Elderly Driver Traffic Crashes, 1995-2001



Source: MSPTCD and SEMCOG, 2001.

Table 15
Elderly Driver Traffic Crash Percentage, 1995-2001

	1995	1996	1997	1998	1999	2000	2001
Elderly-Driver Traffic Crashes	21,312	21,953	21,948	21,393	21,109	20,456	19,903
All Traffic Crashes	193,557	199,420	199,638	186,693	191,006	193,955	180,739
Elderly Driver Crash Percentage	11.0%	11.0%	11.0%	11.5%	11.1%	10.5%	11.0%

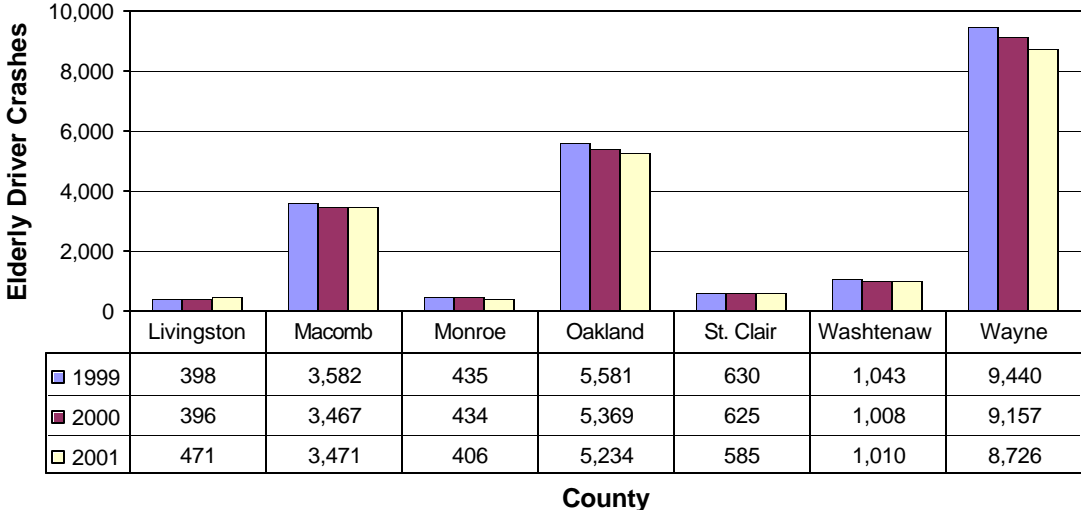
Source: MSPTCD and SEMCOG, 2001.

Elderly Driver Traffic Crashes by County

Figures 66 and 67 show the number of elderly driver traffic crashes in each county as well as the elderly driver traffic crash percentage by county. Though the region as a whole saw a decrease in elderly-driver crashes, Livingston County experienced an almost 19 percent increase in elderly driver crashes. Monroe County had the largest decrease at 6.5 percent.

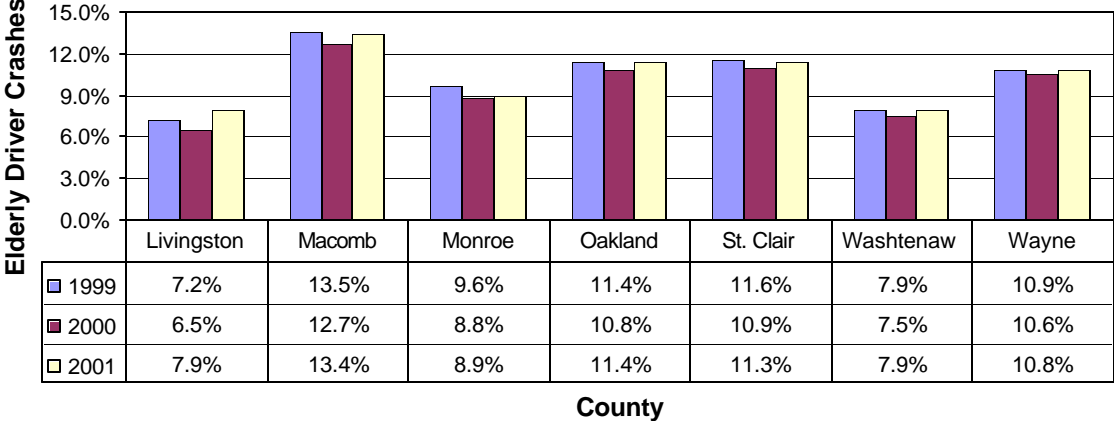
Macomb County continued to have the highest rate of elderly driver crashes in the region at 13.4 percent. Livingston and Washtenaw counties had the lowest rate in the region at almost eight percent.

Figure 66
Elderly Driver Traffic Crashes by County, 1999-2001



Source: MSPTCD and SEMCOG, 2001.

Figure 67
Elderly Driver Traffic Crash Percentage by County, 1999-2001



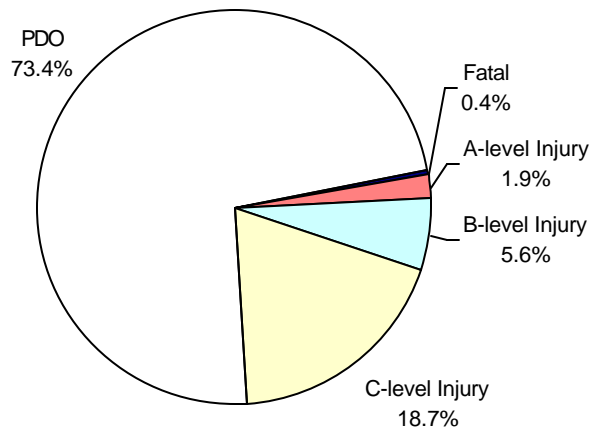
Source: MSPTCD and SEMCOG, 2001.

Elderly Driver Traffic Crashes by Severity and Crash Type

As shown in Figure 68, over 73 percent of all traffic crashes involving elderly drivers resulted in property damage only, compared to 77 percent of all traffic crashes.

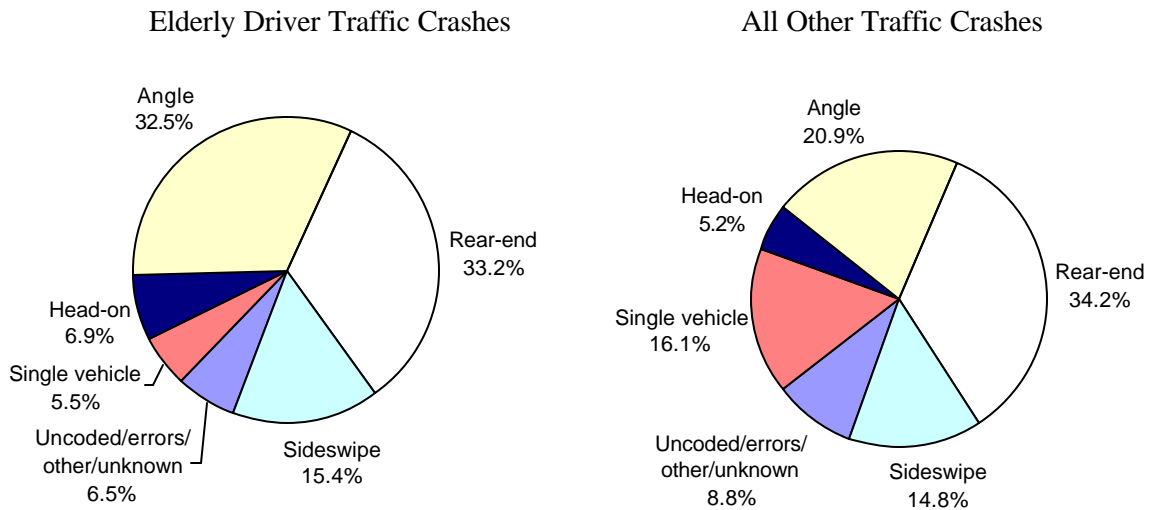
Figure 69 shows that elderly drivers were more likely to be involved in angle crashes and less likely to be involved in single-vehicle crashes than non-elderly drivers.

Figure 68
Elderly Driver Traffic Crashes by Severity, 2001



Source: MSPTCD and SEMCOG, 2001.

Figure 69
Elderly Driver Traffic Crashes by Crash Type, 2001



Source: MSPTCD and SEMCOG, 2001.

Elderly Drivers in Traffic Crashes by Age and Sex

In 2001, 20,918 elderly drivers were involved in traffic crashes in Southeast Michigan. Over half of these drivers were in the 65-74 age group. Table 16 shows the distribution of elderly drivers in traffic crashes by age and sex.

Table 16
Elderly Drivers in Traffic Crashes by Age and Sex, 2001

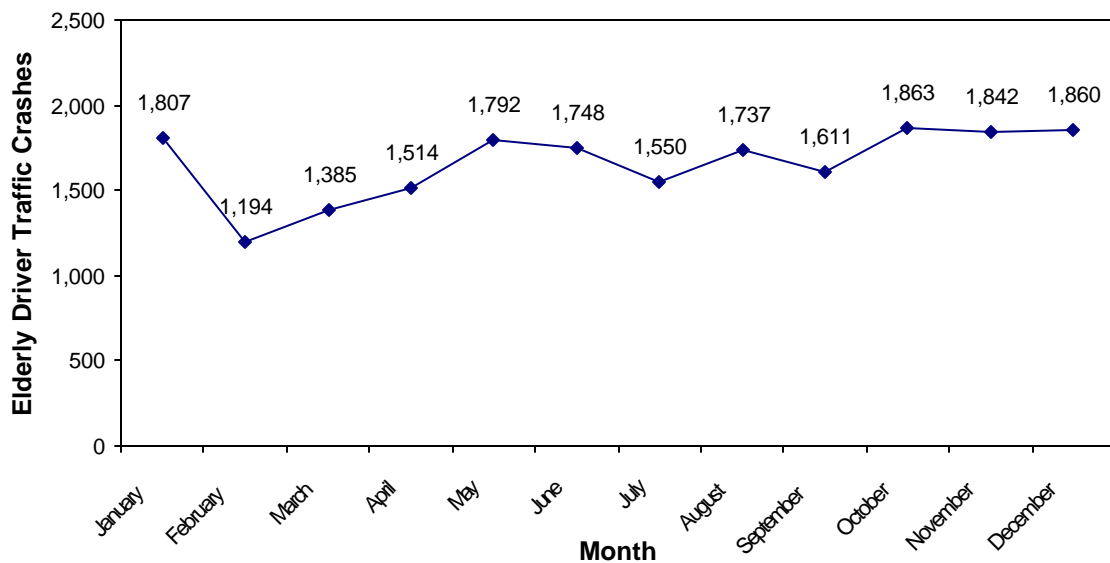
Age of Driver	Number of Drivers by Sex			Total
	Female	Male	Unknown	
65 to 74	4,951	6,698	438	12,087
75 to 84	3,205	4,096	262	7,563
85 to 94	506	694	42	1,242
95 and above	4	21	1	26
Elderly Driver Total	8,666	11,509	743	20,918

Source: MSPTCD and SEMCOG, 2001.

Elderly Driver Traffic Crashes by Month, Day, and Hour

As shows in Figure 70, elderly driver crashes were most common in October, November, and December and least common in February (1,194 crashes).

Figure 70
Elderly Driver Traffic Crashes by Month, 2001

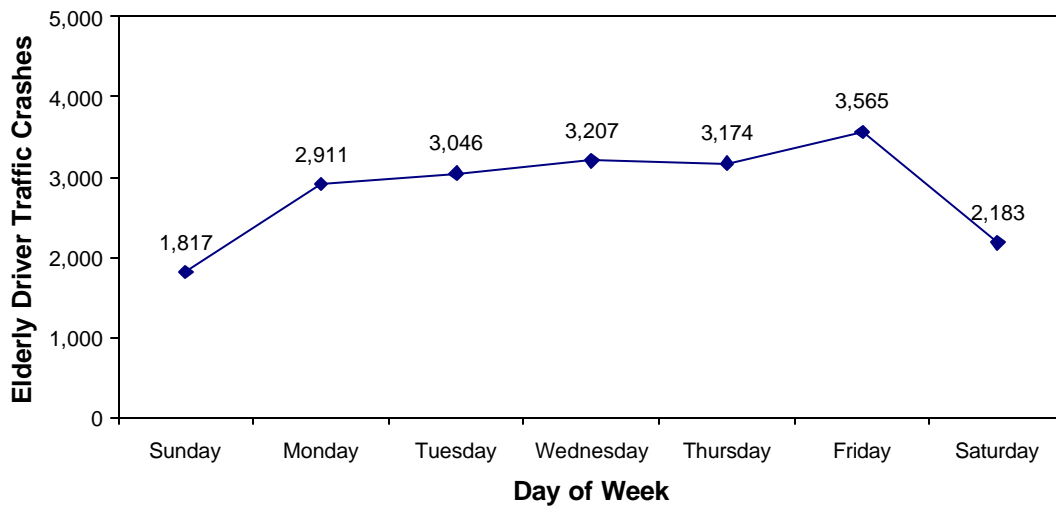


Source: MSPTCD and SEMCOG, 2001.

As with all traffic crashes in 2001, crashes involving elderly drivers occurred more often on Fridays than any other day and least often on Sundays.

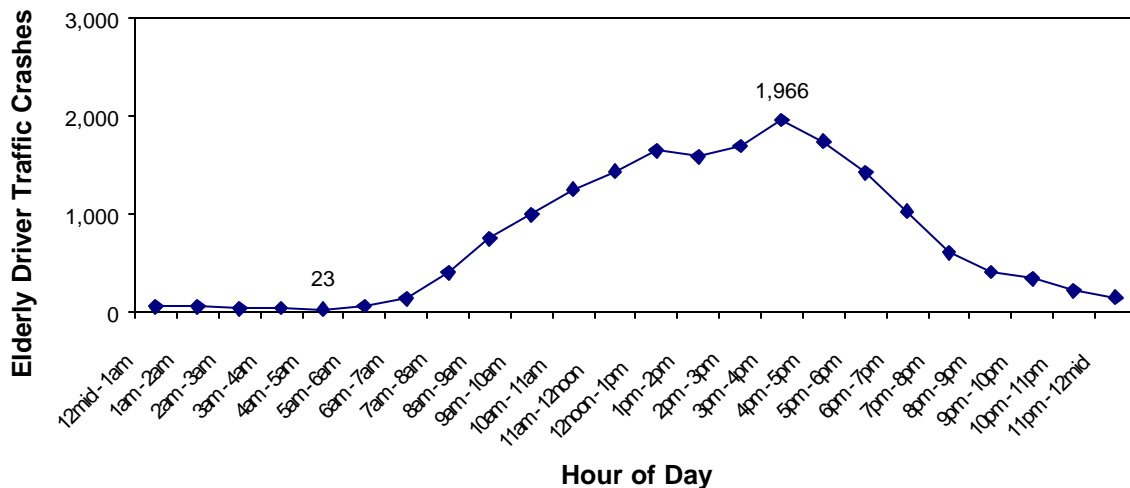
Figure 72 shows the number of elderly driver traffic crashes grouped by the hour during which they occurred. The peak time for elderly driver crashes was between 3 p.m. and 4 p.m., with a noticeable drop after this hour. This is different from the pattern of all traffic crashes (Figure 12), where the afternoon peak lasts for three hours, from 3 p.m. to 6 p.m. Elderly driver crashes also do not appear to have the morning peak between 7 a.m. and 9 a.m. that is shown among all traffic crashes.

Figure 71
Elderly Driver Traffic Crashes by Day of Week, 2001



Source: MSPTCD and SEMCOG, 2001.

Figure 72
Elderly Driver Traffic Crashes by Hour of Day, 2001



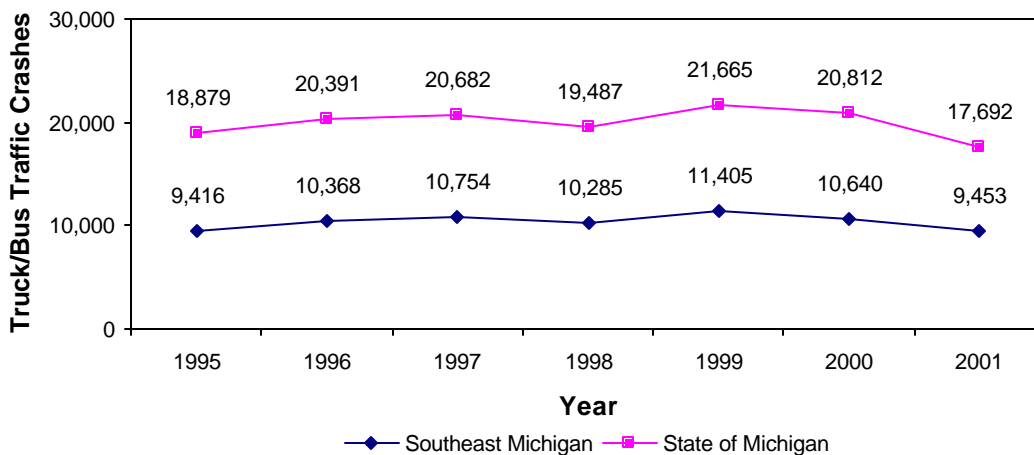
Source: MSPTCD and SEMCOG, 2001.

Truck/Bus Traffic Crashes

Truck/bus traffic crashes are crashes that involve a commercial truck or bus. School buses are not included in these figures. Truck/bus crashes continued to decrease in 2001 in Southeast Michigan and in the state (Figure 73). Truck/bus traffic crashes decreased 11.1 percent in Southeast Michigan and 15.0 percent in Michigan.

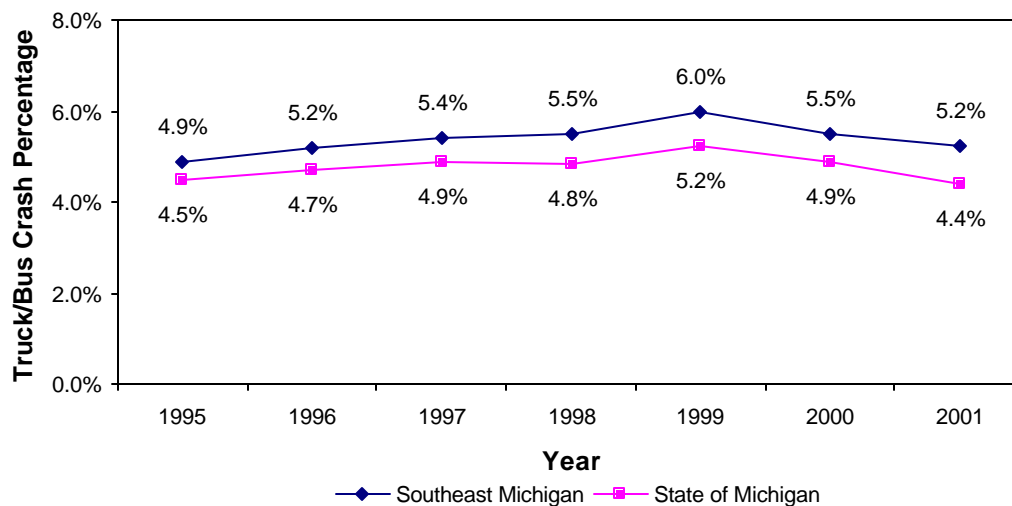
As Figure 74 shows, Southeast Michigan continues to have a higher rate of truck/bus crashes than the State of Michigan. Slightly more than one out of every 20 traffic crashes (5.2 percent) in Southeast Michigan in 2001 involved a commercial truck or bus.

Figure 73
Truck/Bus Traffic Crashes, 1995-2001



Source: MSPTCD and SEMCOG, 2001.

Figure 74
Truck/Bus Traffic Crash Percentage, 1995-2001



Source: MSPTCD and SEMCOG, 2001.

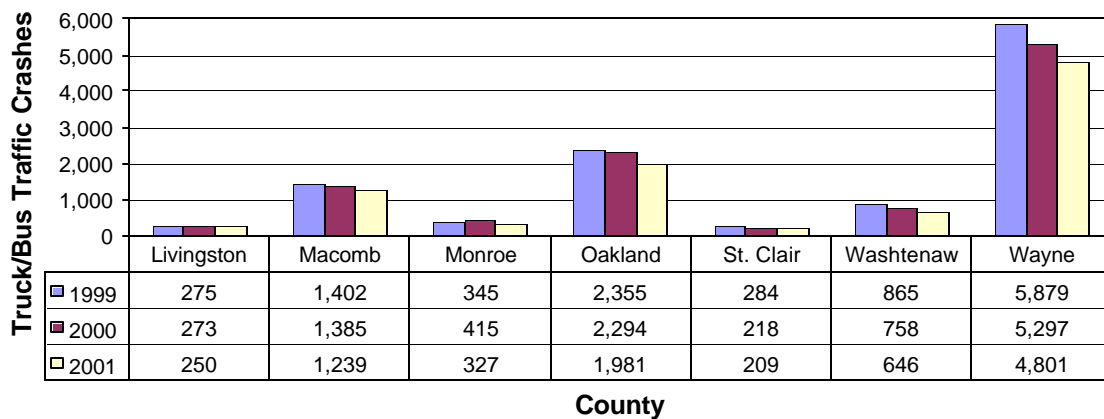
Truck/Bus Traffic Crashes by County

Figure 75 shows the number of truck/bus traffic crashes that took place in each Southeast Michigan county in 1999-2001. All counties experienced a drop in truck/bus crashes in 2001, ranging from a 4.1 percent decrease in St. Clair County to a 21.2 percent decrease in Monroe County.

Monroe County continued to lead the region in truck/bus traffic crash percentage at just over seven percent. The counties with the lowest truck/bus crash percentages were St. Clair, Livingston, and Oakland at over four percent (Figure 76).

Figure 75

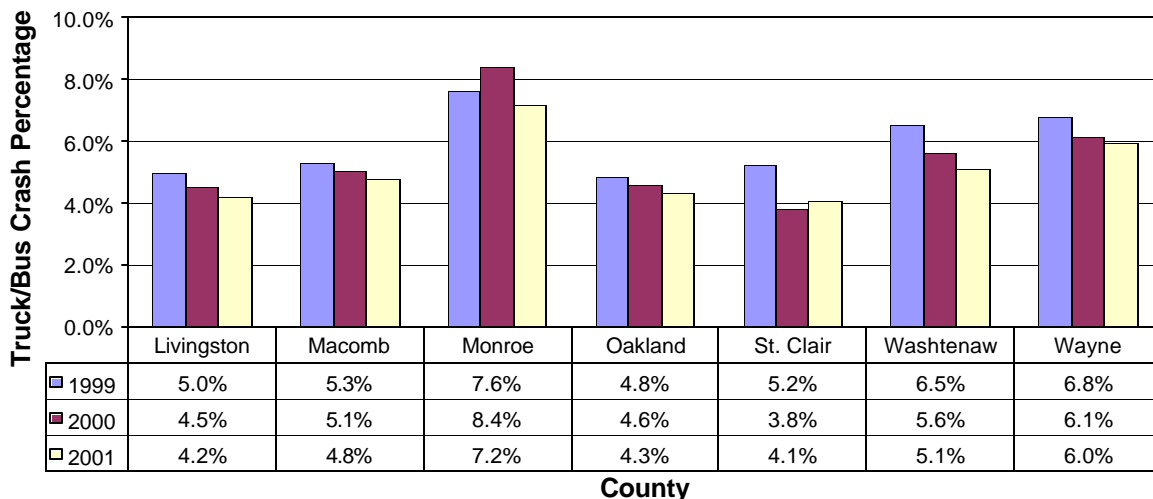
Truck/Bus Traffic Crashes by County, 1999-2001



Source: MSPTCD and SEMCOG, 2001.

Figure 76

Truck/Bus Traffic Crash Percentage by County, 1999-2001

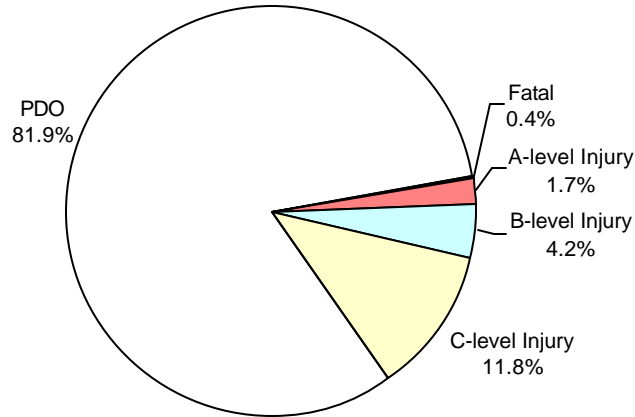


Source: MSPTCD and SEMCOG, 2001.

Truck/Bus Traffic Crashes by Severity

As shown in Figure 77, nearly 80 percent of truck/bus crashes resulted in property damage only, compared to 77 percent of all traffic crashes. Thirty-nine truck/bus crashes were fatal, which is 0.4 percent of all truck/bus crashes. Table 17 shows the numbers of truck/bus crashes compared to all crashes for each severity level.

Figure 77
Truck/Bus Traffic Crashes by Severity, 2001



Source: MSPTCD and SEMCOG, 2001.

Table 17
Severity of Truck/Bus Traffic Crashes Compared to All Traffic Crashes, 2001

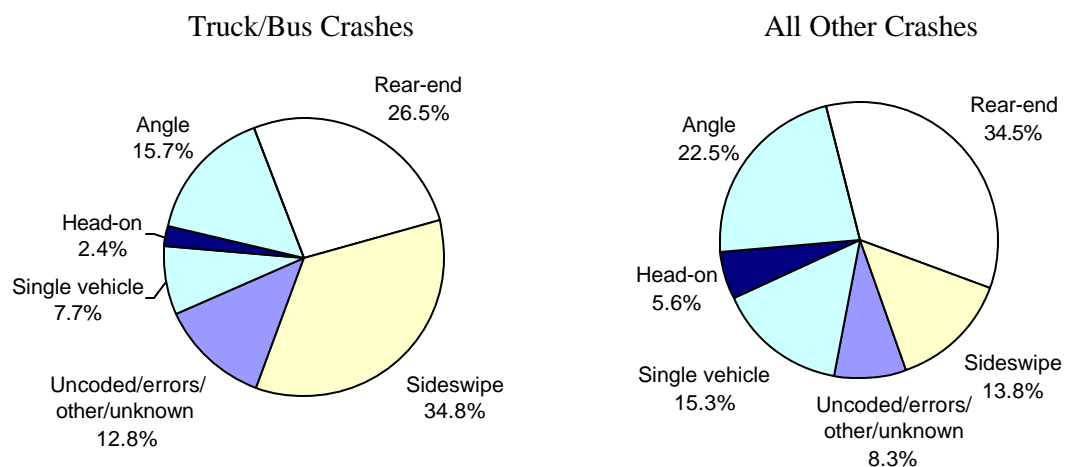
Crash Severity	Truck/Bus Traffic Crashes	All Traffic Crashes
Fatal	39	470
A-level Injury	161	3,522
B-level Injury	396	8,896
C-level Injury	1,116	28,451
PDO	7,741	139,400
Total	9,453	180,739

Source: MSPTCD and SEMCOG, 2001.

Truck/Bus Traffic Crashes by Crash Type

Figure 78 shows how truck/bus crashes and all other crashes were distributed among crash types. Crashes involving commercial trucks and buses were more often sideswipes and less often angle crashes, single-vehicle crashes, and rear-end crashes than all other crashes. Table 18 shows that over 12 percent of all sideswipe crashes involved a commercial truck or bus.

Figure 78
Crash Types of Truck/Bus Crashes Compared to All Other Crashes, 2001



Source: MSPTCD and SEMCOG, 2001.

Table 18
Crash Types by Truck/Bus Percentage, 2001

Crash Type	Truck/Bus Traffic Crashes	All Traffic Crashes	Truck/Bus Percentage
Sideswipe	3,294	26,885	12.3%
Uncoded/errors/other/unknown	1,210	15,475	7.8%
Rear-end	2,509	61,679	4.1%
Angle	1,482	40,001	3.7%
Single vehicle	732	26,941	2.7%
Head-on	226	9,758	2.3%
Total	9,453	180,739	5.2%

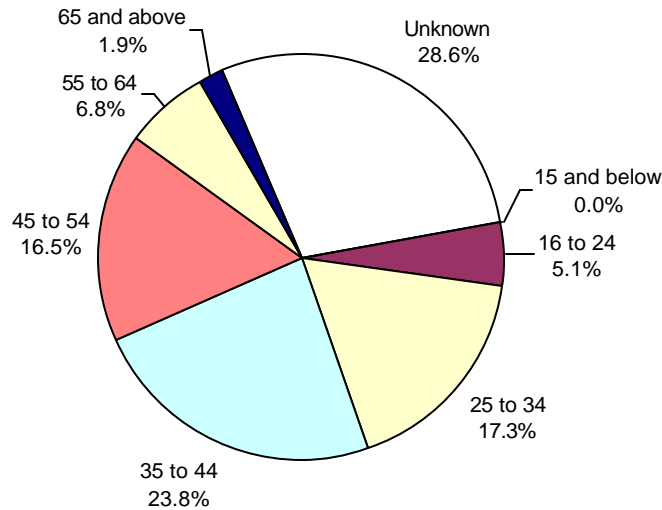
Source: MSPTCD and SEMCOG, 2001.

Truck/Bus Drivers in Traffic Crashes by Age and Sex

Since the age of nearly 29 percent of truck or bus drivers in traffic crashes in 2001 is unknown, it is difficult to determine with much certainty the age distribution of truck and bus drivers. Of the truck or bus drivers whose ages were recorded, 23.8 percent were in the 35-44 age group (Figure 79). Table 19 shows the age and sex of truck or bus drivers in crashes in 2001. Most of those drivers were male.

Figure 79

Truck/Bus Drivers in Crashes by Age Group, 2001



Source: MSPTCD and SEMCOG, 2001.

Table 19

Truck/Bus Drivers in Crashes by Age and Sex, 2001

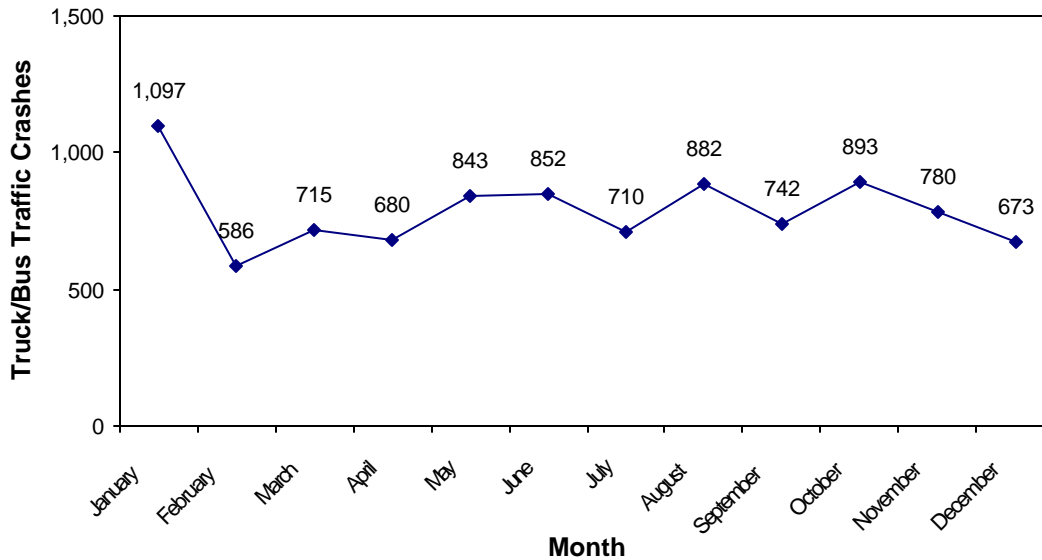
Age of Driver	Number of Drivers by Sex			Total
	Female	Male	Unknown	
15 and below	0	1	0	1
16 to 24	33	452	13	498
25 to 34	212	1,447	38	1,697
35 to 44	366	1,892	74	2,332
45 to 54	279	1,290	54	1,623
55 to 64	95	557	19	671
65 to 74	10	141	4	155
75 to 84	0	27	1	28
Unknown	81	1,964	765	2,810
Total	1,076	7,771	968	9,815

Source: MSPTCD and SEMCOG, 2001.

Truck/Bus Traffic Crashes by Month, Day, and Hour

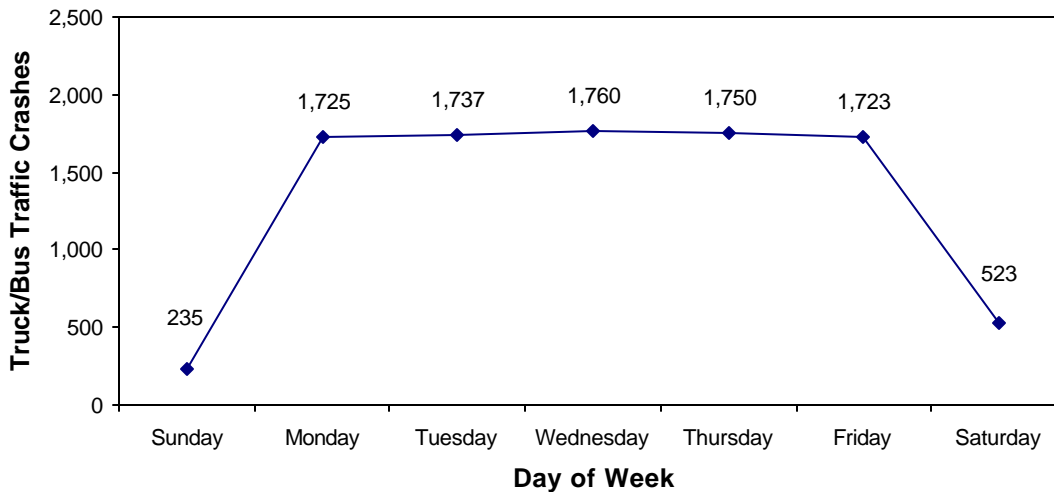
Traffic crashes involving trucks and buses were more frequent during January than any other month (Figure 80), as was the case with all traffic crashes (Figure 10). Truck/bus crashes were least frequent in February. As Figure 81 shows, truck/bus crashes were much more common on weekdays, with 92 percent of truck/bus crashes taking place during the Monday-Friday period.

Figure 80
Truck/Bus Traffic Crashes by Month, 2001



Source: MSPTCD and SEMCOG, 2001.

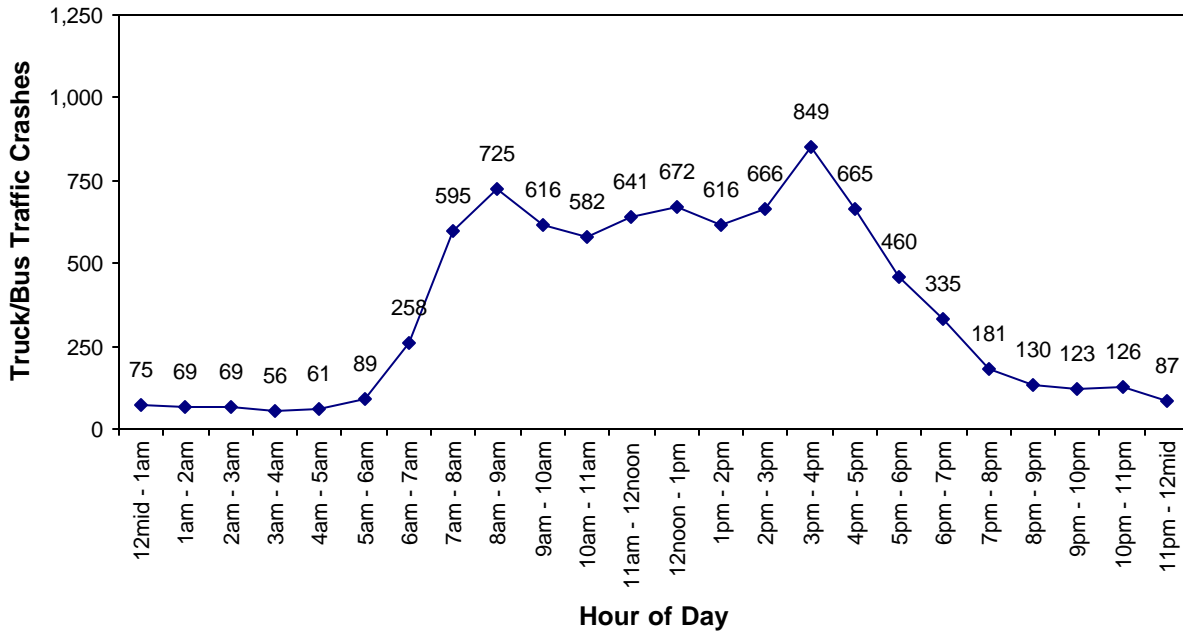
Figure 81
Truck/Bus Traffic Crashes by Day of Week, 2001



Source: MSPTCD and SEMCOG, 2001.

When grouped by hour of day as in Figure 82, truck/bus crashes were more common during daylight hours. Unlike all traffic crashes (Figure 12), truck/bus crashes were almost as common in the morning as in the evening, with a sharper evening peak.

Figure 82
Truck/Bus Traffic Crashes by Hour of Day, 2001

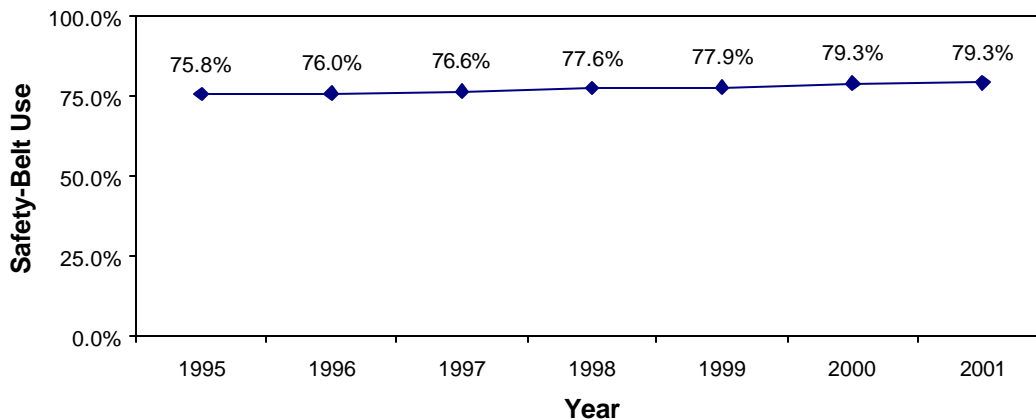


Source: MSPTCD and SEMCOG, 2001.

Safety-Belt Use

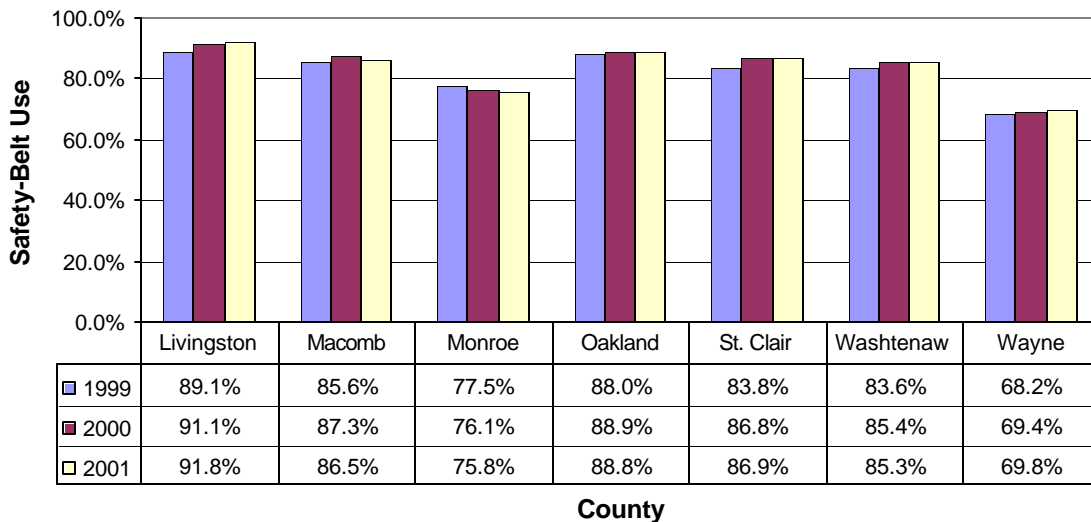
Use of safety belts by drivers in traffic crashes held steady in 2001 in Southeast Michigan (Figure 83). Over 79 percent of drivers in crashes reported that they were wearing their safety belts at the time of the crash. This percentage may actually be higher, since the field indicating safety-belt use was not coded for over 19 percent of crash records. Figure 84 shows safety-belt use in each county. Livingston County (91.8 percent) was the only county with safety-belt use above 90 percent. Wayne County continued to have the lowest rate of belt use at 69.8 percent.

Figure 83
Driver Safety-Belt Use, 1995-2001



Source: MSPTCD and SEMCOG, 2001.

Figure 84
Driver Safety-Belt Use by County, 1999-2001

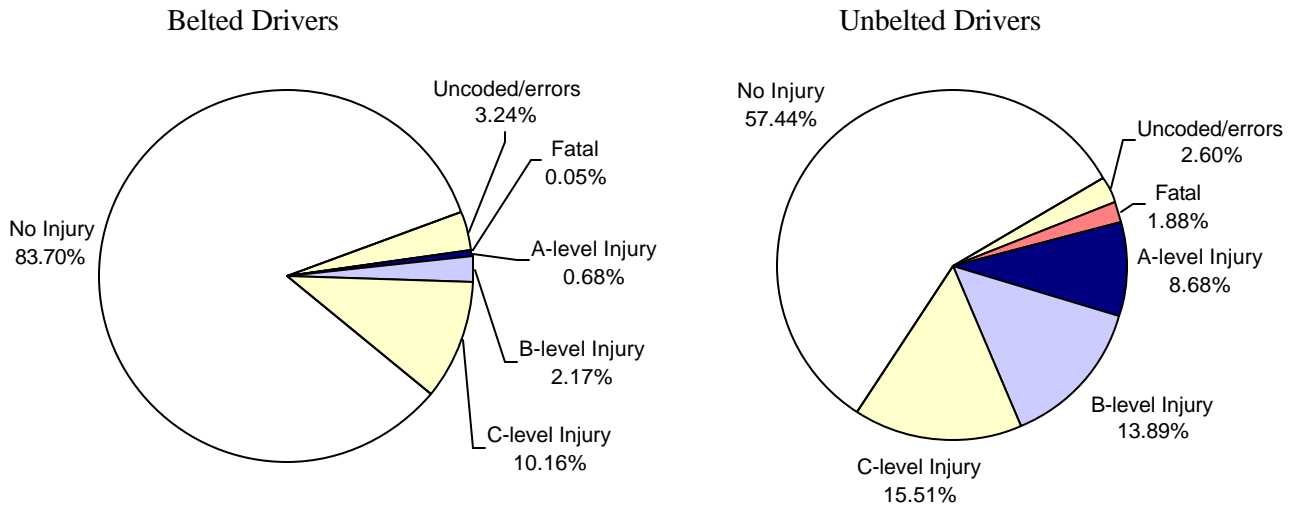


Source: MSPTCD and SEMCOG, 2001.

Injury Severity

As shown in figure 85, nearly 84 percent of all drivers escaped injury altogether, but only 57 percent of non-belted drivers were not injured at all. These figures should not be confused with crash severity, which is determined by the most severe injury outcome in a crash.

Figure 85
Injury Severity of Belted Drivers vs. Unbelted Drivers, 2001

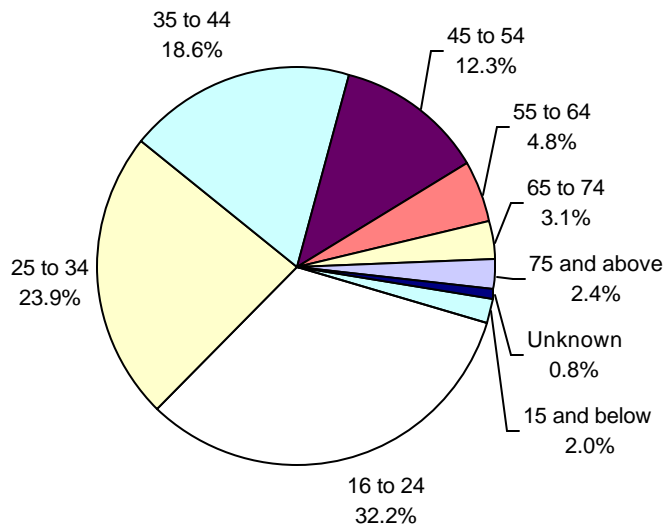


Source: MSPTCD and SEMCOG, 2001.

Unbelted Drivers by Age, Sex, and Alcohol Use

Figure 86 shows how unbelted drivers in 2001 were distributed among the age groups. Over 55 percent of drivers who were not wearing their safety belts during a crash were between the ages of 16 and 34. Table 20 shows that more than twice as many males as females were not wearing their safety belts at the time of a crash.

Figure 86
Unbelted Drivers by Age Group, 2001



Source: MSPTCD and SEMCOG, 2001.

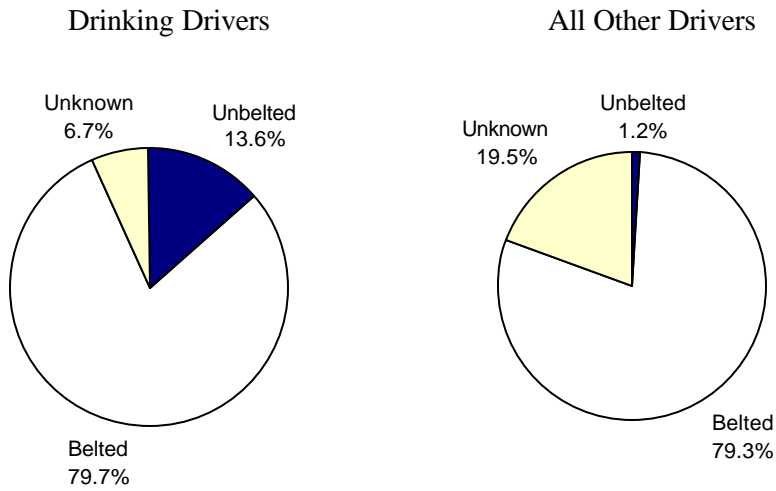
Table 20
Unbelted Drivers by Age and Sex, 2001

Age of Driver	Number of Drivers by Sex			Total
	Female	Male	Unknown	
15 and below	23	73	4	100
16 to 24	423	1,160	43	1,626
25 to 34	337	835	32	1,204
35 to 44	266	645	29	940
45 to 54	178	434	11	623
55 to 64	47	188	5	240
65 to 74	47	103	5	155
75 to 84	32	62	2	96
85 to 94	5	16	2	23
95 and above	0	1	0	1
Unknown	7	27	5	39
Total	1,365	3,544	138	5,047

Source: MSPTCD and SEMCOG, 2001.

Drivers who had been consuming alcohol were more than 10 times as likely as non-drinking drivers to not wear their safety belts. As Figure 87 shows, nearly 14 percent of drinking drivers were unbelted at the time of a crash, compared to only 1.2 percent of sober drivers.

Figure 87
Safety-Belt Use among HBD Drivers, 2001



Source: MSPTCD and SEMCOG, 2001.

Holiday Traffic Crashes

Holiday periods as defined by the National Safety Council vary according to the day of the week on which the holiday falls. Time periods for holidays that always fall on the same day (such as Memorial Day and Thanksgiving) will always be the same length, and time periods for holidays determined by date (such as Fourth of July and Christmas) will vary from year to year. Time periods for holidays are defined in Table 21.

Table 21
Holiday Time Periods

Holiday day of week	Holiday period begins	Holiday period ends	Number of Days
Sunday	6:00 p.m. Friday	11:59 p.m. Monday	$3\frac{1}{4}$
Monday	6:00 p.m. Friday	11:59 p.m. Monday	$3\frac{1}{4}$
Tuesday	6:00 p.m. Friday	11:59 p.m. Tuesday	$4\frac{1}{4}$
Wednesday	6:00 p.m. Tuesday	11:59 p.m. Wednesday	$1\frac{1}{4}$
Thursday	6:00 p.m. Wednesday	11:59 p.m. Sunday	$4\frac{1}{4}$
Friday	6:00 p.m. Thursday	11:59 p.m. Sunday	$3\frac{1}{4}$
Saturday	6:00 p.m. Thursday	11:59 p.m. Sunday	$3\frac{1}{4}$

Source: 2000 Michigan Traffic Crash Facts Book.

Table 22 shows the number of fatal crashes and fatalities that took place in Southeast Michigan during selected holidays in 1999-2001. The number of days in each holiday period is listed in brackets after the year. The number of alcohol-related fatal crashes and fatalities is listed in parentheses.

Taking into account all traffic crashes in 2001, there were an average of 1.4 deaths per day, and 0.5 alcohol-involved traffic deaths every day. During holiday periods in 2001, there was an average of one traffic death for every day of holiday, and 0.47 alcohol-involved deaths for every day of holiday.

Table 22
Fatal Holiday Traffic Crashes, 1999-2001

Holiday Period [number of whole days]	Fatal Crashes (alcohol-involved fatal crashes)		Persons Killed (persons killed in alcohol- involved crashes)	
Memorial Day				
2001 [3]	5	(2)	6	(2)
2000 [3]	10	(6)	10	(6)
1999 [3]	5	(3)	6	(3)
Fourth of July				
2001 [1]	2	(1)	2	(1)
2000 [4]	7	(1)	8	(1)
1999 [3]	11	(5)	11	(5)
Labor Day				
2001 [3]	6	(3)	6	(3)
2000 [3]	4	(1)	4	(1)
1999 [3]	3	(2)	4	(3)
Thanksgiving				
2001 [4]	1	(1)	1	(1)
2000 [4]	5	(2)	5	(2)
1999 [4]	5	(3)	5	(3)
Christmas				
2001 [4]	2	(1)	2	(1)
2000 [3]	4	(0)	5	(0)
1999 [3]	3	(1)	6	(1)
New Year Holiday				
2001 [4]	2*	(1)*	2*	(1)*
2000 [3]	3	(1)	3	(1)
1999 [3]	12	(5)	13	(6)

Source: MSPTCD and SEMCOG, 2002.

* Data are incomplete for 2001/2002 New Year Holiday. This count does not include crashes that took place in 2002.

Appendix A

Vehicle Miles Traveled (VMT)

Data about VMT in each county in 2001 come from the Michigan Department of Transportation (MDOT). These estimates (Table A1) come from information about traffic volumes provided by local agencies through the Highway Performance Monitoring System (HPMS).

Table A1
Estimated Million VMT by County, 2001

County	VMT (in millions)
Livingston	1,819
Macomb	6,193
Monroe	1,844
Oakland	12,489
St. Clair	1,574
Washtenaw	3,483
Wayne	18,058
Total	45,460

Source: MDOT, 2002.

The results of a 1994 SEMCOG survey were used to estimate VMT for each age group in 2001. As part of this survey, 18,344 randomly selected participants kept diaries detailing their driving habits. The percentages of miles driven by each age group in the 1994 survey were used to partition the 2001 VMT for Southeast Michigan among the age groups. Table A2 shows the percent of all VMT driven by each age group in the 1994 survey.

Table A2
Percent VMT Driven by Age Group, 1994

Age Group	Percent VMT
15 and below	0.378%
16 to 24	9.883%
25 to 34	17.706%
35 to 44	28.200%
45 to 54	20.598%
55 to 64	11.587%
65 to 74	9.048%
75 to 84	2.424%
85 to 94	0.175%
95 and above	0.002%
Total	100.000%

Source: SEMCOG, 1994.

The percentages for each age group were then multiplied by the total VMT driven in Southeast Michigan in 2001 to obtain an estimate for the number of miles driven by each age group in 2001. The results are shown in Table A3.

Table A3
 Estimated Million VMT by Age Group, 2001

Age Group	Estimated 2001 VMT (in millions)
15 and below	171.7
16 to 24	4492.8
25 to 34	8049.3
35 to 44	12819.6
45 to 54	9363.8
55 to 64	5267.3
65 to 74	4113.2
75 to 84	1101.9
85 to 94	79.4
95 and above	1.1
Total	45,460.1

Source: MDOT and SEMCOG, 2002.

Appendix B

Registered Driver Data

Data on the numbers of registered drivers were obtained from the Michigan Department of State (MDOS). The numbers of registered drivers used in this report are the numbers that were registered as of February 1, 2002, as shown in Table B1.

As of February 1, 2002, there were 3,384,548 drivers registered in Southeast Michigan counties, a 0.6 percent increase over February 2001. Wayne County was the only county to experience a decrease in the number of registered drivers, but remained the only county with more than one million registered drivers. This was the third consecutive year of decreasing numbers in Wayne County. Monroe County had the fewest registered drivers in the region at nearly 113,000. Livingston County had the largest increase in registered drivers with a three percent gain over February 2001.

The 35-44 age group continued to have more registered drivers than any other age group, though 7,000 fewer than February 2001. This was the largest age group in all counties except Washtenaw, in which drivers age 25-34 made up the largest age group.

Table B1
Southeast Michigan Registered Drivers, February 1, 2002

Driver Age	Livingston	Macomb	Monroe	Oakland	St. Clair	Washtenaw	Wayne	Total
15 and below	1,247	4,103	805	7,184	809	1,502	5,891	21,541
16 to 24	18,229	85,259	17,672	127,564	18,181	36,550	171,416	474,871
25 to 34	19,529	114,058	18,812	174,239	20,168	51,957	250,447	649,210
35 to 44	30,719	130,883	24,599	206,960	26,864	49,615	266,823	736,463
45 to 54	26,670	112,461	22,674	185,982	23,624	44,874	240,945	657,230
55 to 64	15,692	73,005	13,974	112,004	15,464	25,066	145,306	400,511
65 to 74	7,641	50,162	8,490	63,517	9,709	13,096	98,099	250,714
75 to 84	4,078	32,363	4,925	41,408	6,034	7,793	66,125	162,726
85 to 94	683	6,027	908	8,121	1,280	1,605	11,976	30,600
95 and above	20	103	21	190	30	42	276	682
Total	124,508	608,424	112,880	927,169	122,163	232,100	1,257,304	3,384,548

Source: MDOS, 2002.