

# Southeast Michigan Traffic Crash Facts 2006

October 2007

















































































































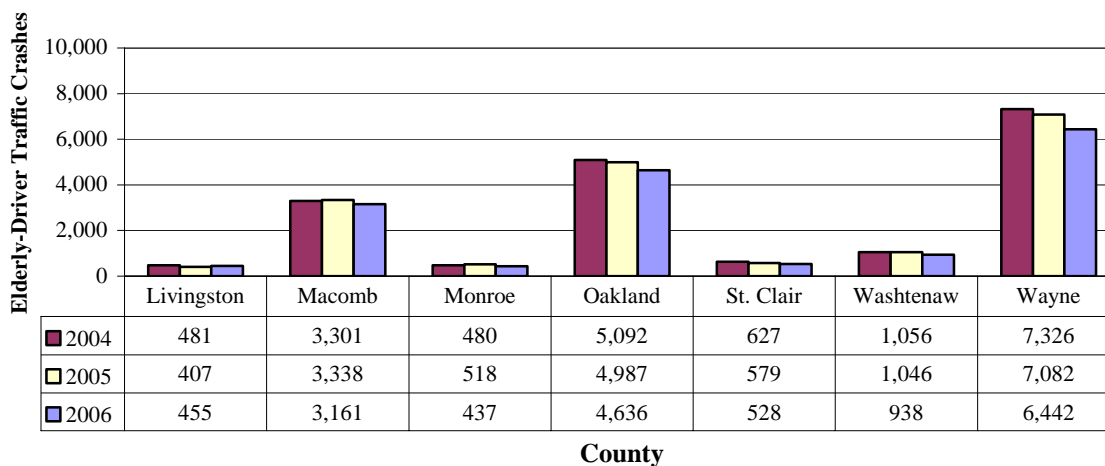


## Elderly Driver Traffic Crashes by County

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. The region as a whole saw a decrease in elderly-driver crashes even though Livingston County saw a slight increase (10.5 percent).

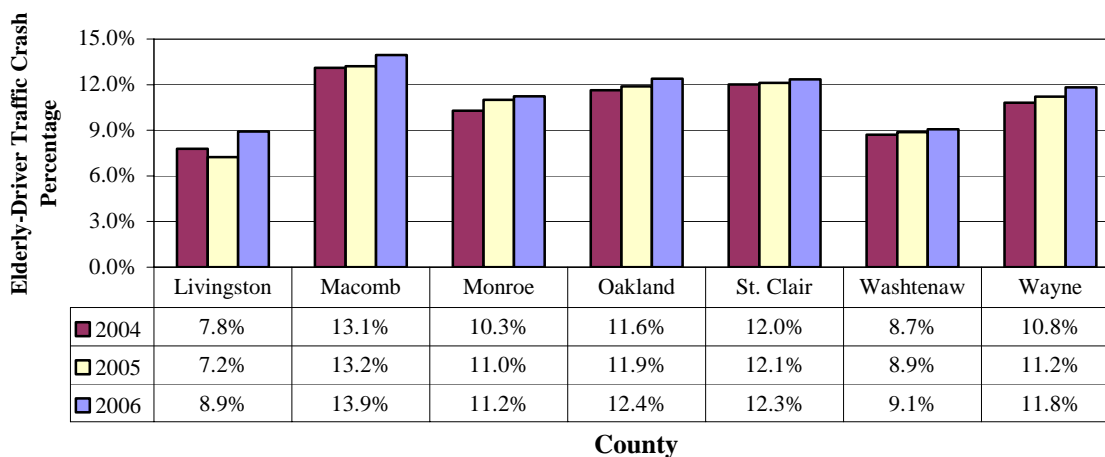
Macomb County continued to have the highest percentage of elderly driver crashes in the region at 13.9 percent. Livingston County had the lowest percentage in the region at 8.9 percent.

Figure 66  
Elderly Driver Traffic Crashes by County, 2004-2006



Source: MSPTCD and SEMCOG, 2006.

Figure 67  
Elderly Driver Traffic Crash Percentage by County, 2004-2006



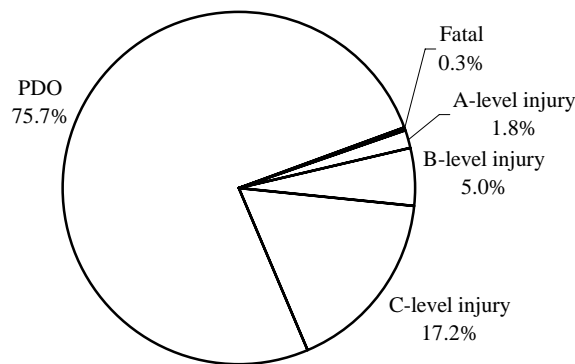
Source: MSPTCD and SEMCOG, 2006.

## Elderly Driver Traffic Crashes by Severity and Crash Type

As shown in Figure 68, nearly 76 percent of all traffic crashes involving elderly drivers resulted in property damage only, compared to 78.3 percent of all traffic crashes (Figure 5).

Figure 69 shows that elderly drivers were more likely to be involved in angle, head-on, and sideswipe crashes and less likely to be involved in single vehicle, or rear-end crashes when compared to all other driver crashes.

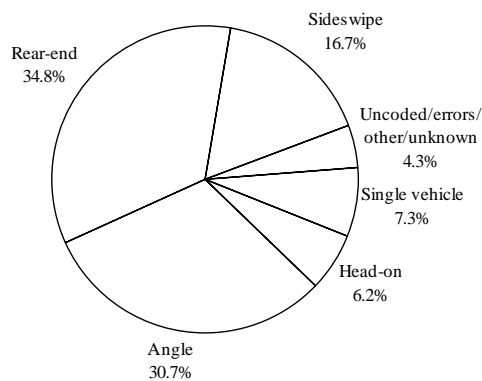
Figure 68  
Elderly Driver Traffic Crash Severity, 2006



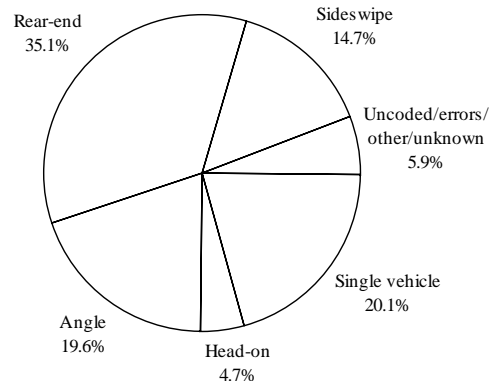
Source: MSPTCD and SEMCOG, 2006.

Figure 69  
Elderly Driver Traffic Crashes by Crash Type, 2006

### Elderly Driver Traffic Crashes



### All Other Traffic Crashes



Source: MSPTCD and SEMCOG, 2006.

## Age and Gender of Elderly Drivers in Traffic Crashes

In 2006, 17,502 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 gender.

Table 16  
Elderly Driver Involvement in Traffic Crashes by Age and Gender, 2006

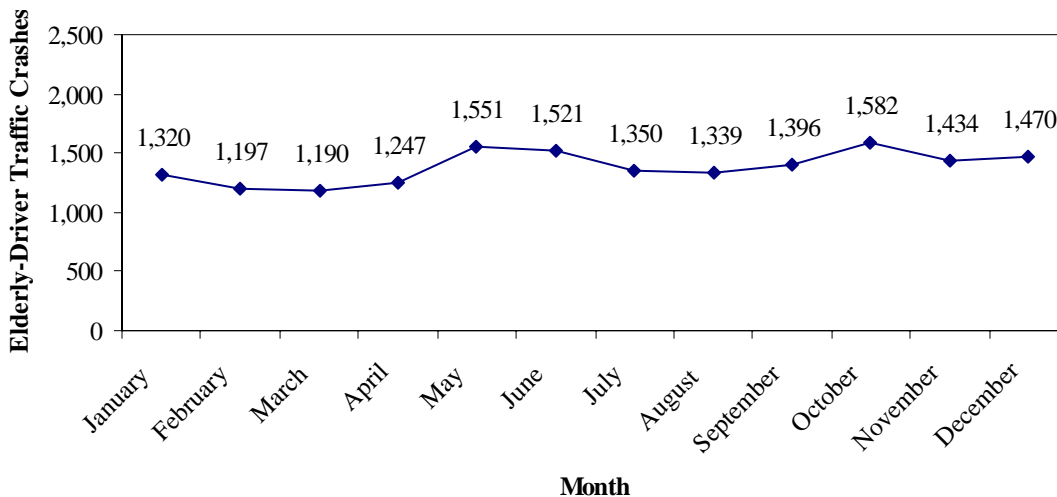
Age Group	Number of Drivers by Gender			Total
	Female	Male	Unknown	
65 to 74	4,403	5,447	6	9,856
75 to 84	2,854	3,392	1	6,247
85 to 94	615	754	0	1,369
95 and above	11	19	0	30
<b>Total</b>	<b>7,883</b>	<b>9,612</b>	<b>7</b>	<b>17,502</b>

Source: MSPTCD and SEMCOG, 2006.

## Elderly Driver Traffic Crashes by Month, Day, and Hour

As shown in Figure 70, elderly driver crashes were most common in October (1,582) and least common in February and March.

Figure 70  
Elderly Driver Traffic Crashes by Month, 2006

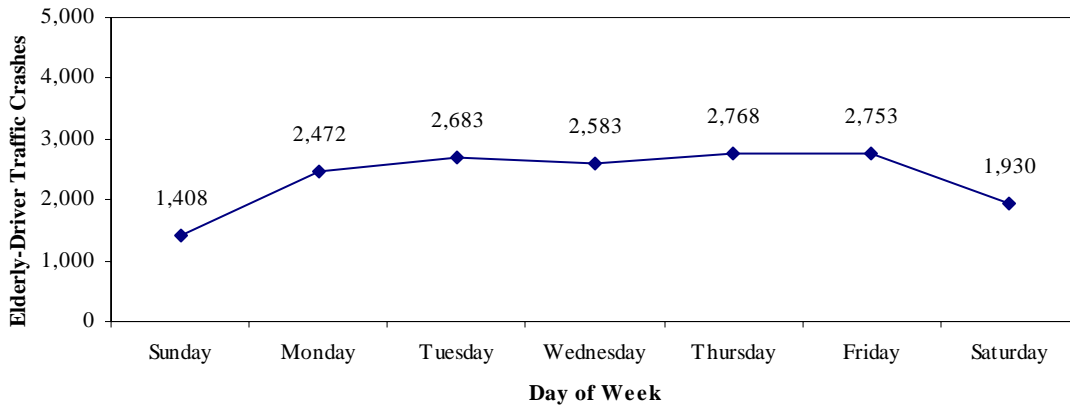


Source: MSPTCD and SEMCOG, 2006.

In 2006, crashes involving elderly drivers occurred more often on Thursdays than any other day and least often on Sundays (Figure 71).

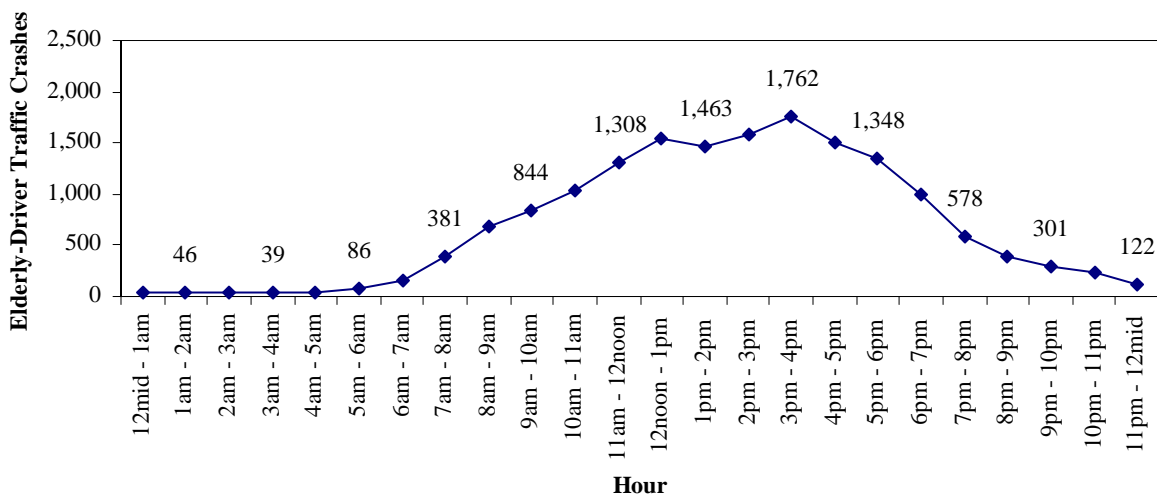
Figure 72 shows the number of elderly driver traffic crashes grouped by the hour during which they occurred. The peak time for elderly driver crashes was between 3 p.m. and 4 p.m., with a noticeable drop after this hour. This is different from the pattern of all traffic crashes (Figure 12), where the 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, 2006



Source: MSPTCD and SEMCOG, 2006.

Figure 72  
Elderly Driver Traffic Crashes by Hour of Day, 2006

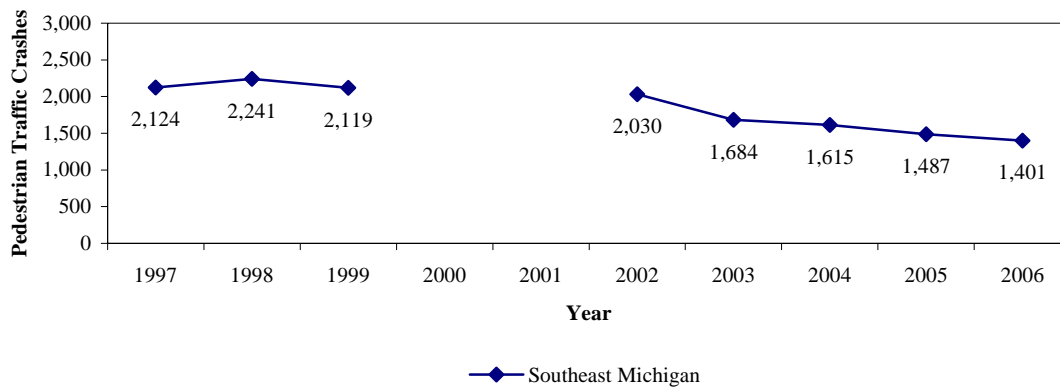


Source: MSPTCD and SEMCOG, 2006.

## Pedestrian Traffic Crashes

A pedestrian is typically defined as a person traveling on foot. Crashes in Southeast Michigan involving pedestrians totaled 1,401 in 2006 as shown in Figure 73. This represents a 5.8 percent decrease from 2005.

Figure 73  
Pedestrian Traffic Crashes, 1997-1999 and 2002-2006

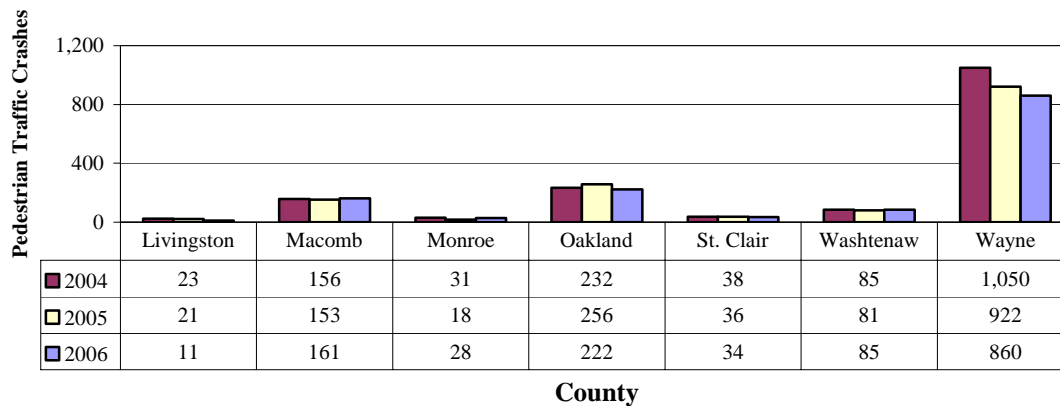


Source: MSPTCD and SEMCOG, 2006. \* Page 1 explains why 2000 and 2001 data is not available.

## Pedestrian Traffic Crashes by County

Figure 74 shows how many pedestrian crashes occurred in each Southeast Michigan county in 2006. Wayne County had the highest number of pedestrian crashes, followed by Oakland and Macomb Counties.

Figure 74  
Pedestrian Traffic Crashes by County, 2004-2006

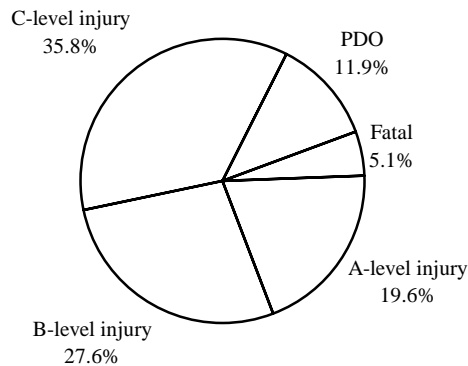


Source: MSPTCD and SEMCOG, 2006.

## Pedestrian Traffic Crashes by Severity

Figure 75 shows that 5.1 percent of the traffic crashes involving pedestrians in 2006 were fatal, compared to only 0.3 percent of all crashes; only 12.0 percent of pedestrian crashes resulted in no injury, compared to 78.3 percent of all crashes (Figure 5). Due to ongoing issues with the data, it is not possible to compare the injury severity of pedestrians with the injury severity of drivers, although it may be reasonable to assume that in most cases pedestrians are injured more severely than drivers.

Figure 75  
Pedestrian Traffic Crash Severity, 2006

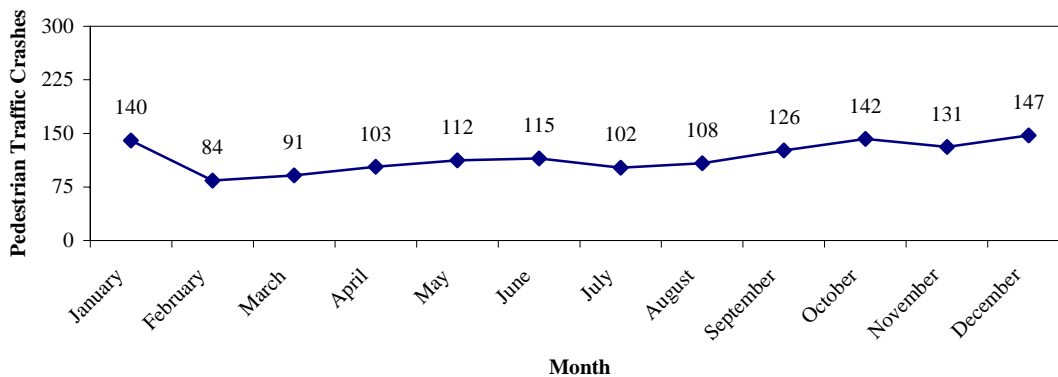


Source: MSPTCD and SEMCOG, 2006.

## Pedestrian Traffic Crashes by Month, Day, and Hour

As shown in Figure 76, traffic crashes involving pedestrians peaked in the months of December and October (147 and 142 respectively). February had the fewest pedestrian crashes with 84.

Figure 76  
Pedestrian Traffic Crashes by Month, 2006

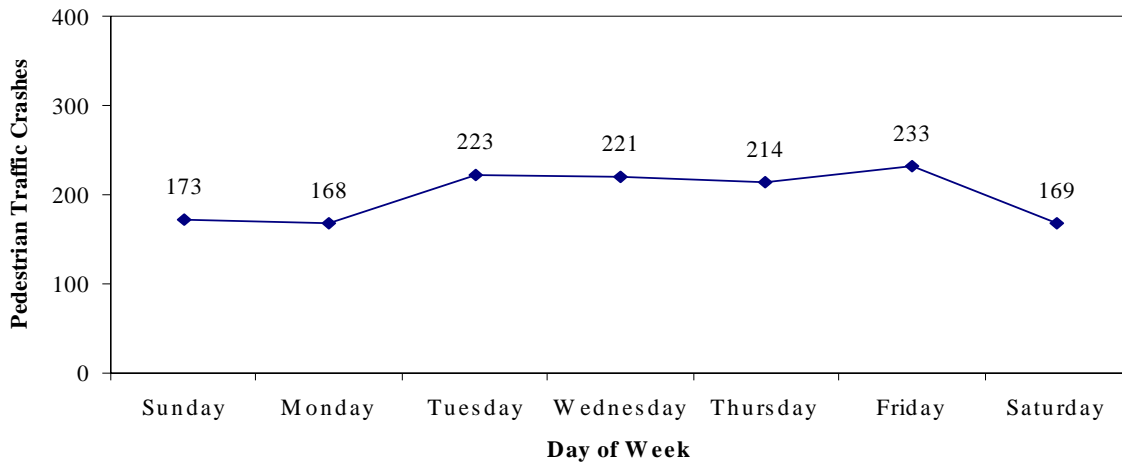


Source: MSPTCD and SEMCOG, 2006.

In 2006 pedestrian crashes were less likely to take place on Saturdays and Mondays than any other day of the week. The lowest pedestrian crash total was 168 on Mondays, and the highest number was 233 on Fridays (Figure 77).

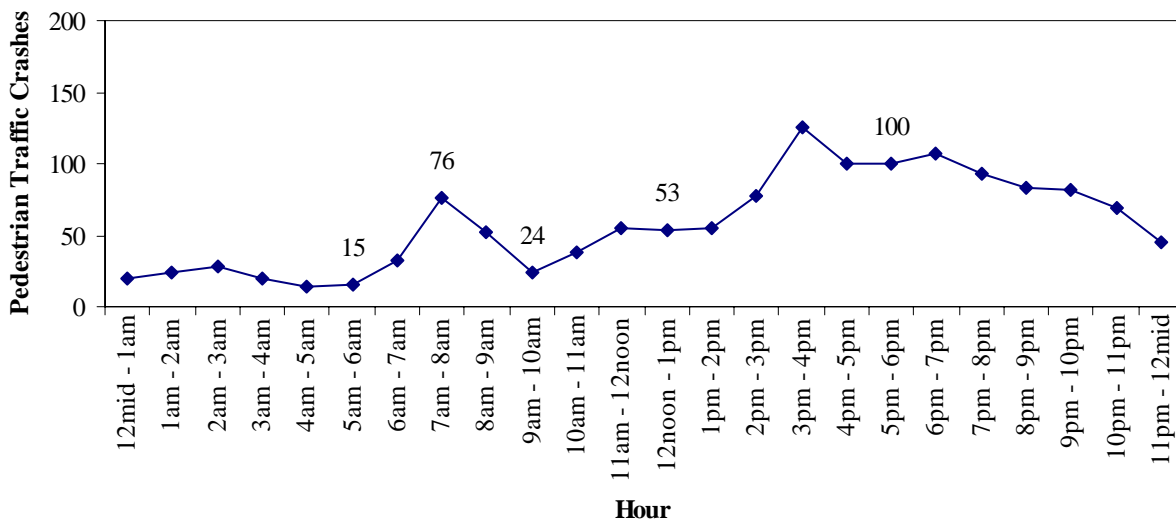
Pedestrian crashes, like all crashes, were more frequent during daylight hours, with most pedestrian crashes taking place in the late afternoon and evening hours (Figure 78).

Figure 77  
Pedestrian Traffic Crashes by Day of Week, 2006



Source: MSPTCD and SEMCOG, 2006.

Figure 78  
Pedestrian Traffic Crashes by Hour of Day, 2006



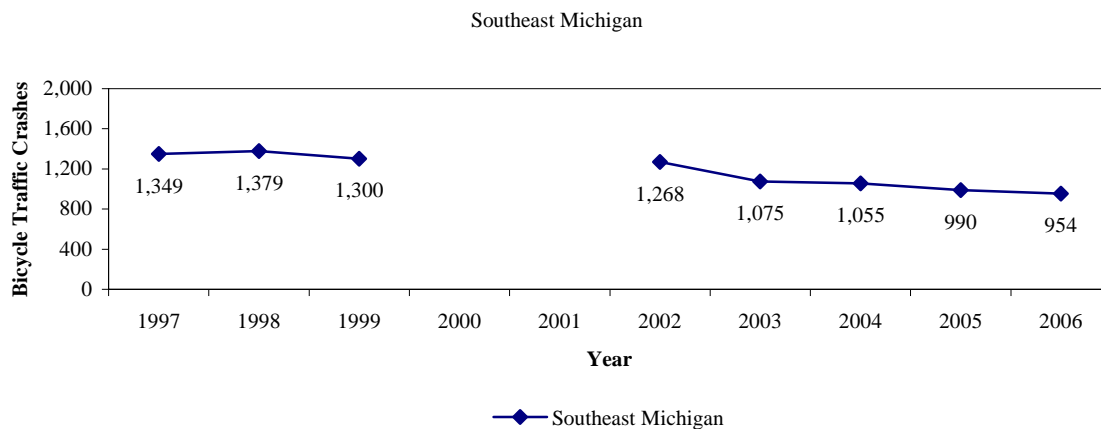
Source: MSPTCD and SEMCOG, 2006.

# Bicycle Traffic Crashes

A bicycle is defined in the 2000 Michigan Traffic Crash Facts Book as a device propelled by human power upon which a person may ride. A bicycle under this definition may have two or three wheels. As shown in Figure 79, traffic crashes in Southeast Michigan involving bicycles decreased 3.6 percent between 2005 and 2006.

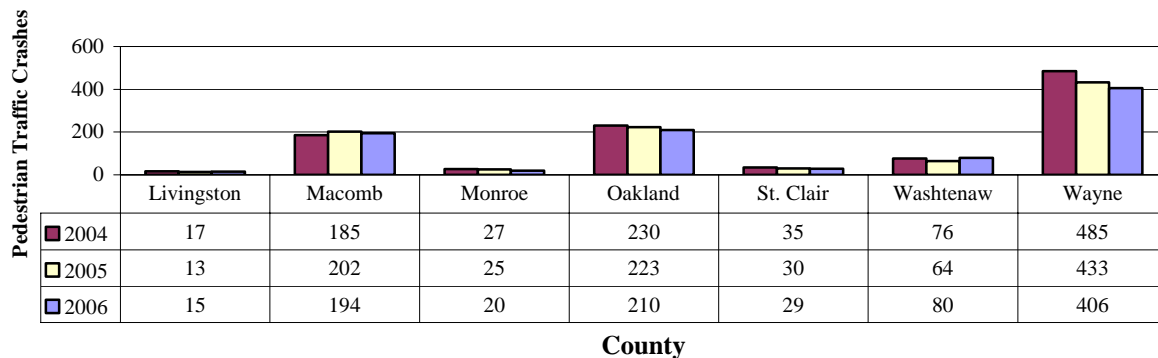
As with pedestrian crashes, Wayne County led the region in bicycle crashes, followed by Oakland County and Macomb County. Livingston and Washtenaw Counties were the only counties to experience increases in traffic crashes involving bicycles (Figure 80).

Figure 79  
Bicycle Traffic Crashes, 1997-1999 and 2002-2006



Source: MSPTCD and SEMCOG, 2006. \*Michigan data was not available and Page 1 explains the missing data for 2000 and 2001.

Figure 80  
Bicycle Traffic Crashes by County, 2004-2006

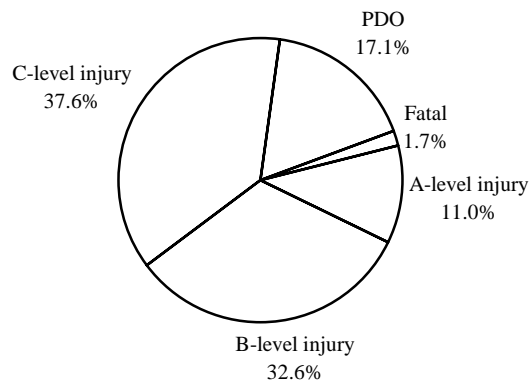


Source: MSPTCD and SEMCOG, 2006.

## Bicycle Traffic Crashes by Severity

Figure 81 shows that traffic crashes involving bicycles are more severe than overall crashes (Figure 5), but less severe than crashes involving pedestrians (Figure 75). More than 17 percent of crashes involving bicycles resulted in no injuries, compared to 78.3 percent of all crashes and 11.9 percent of pedestrian crashes.

Figure 81  
Bicycle Traffic Crash Severity, 2006

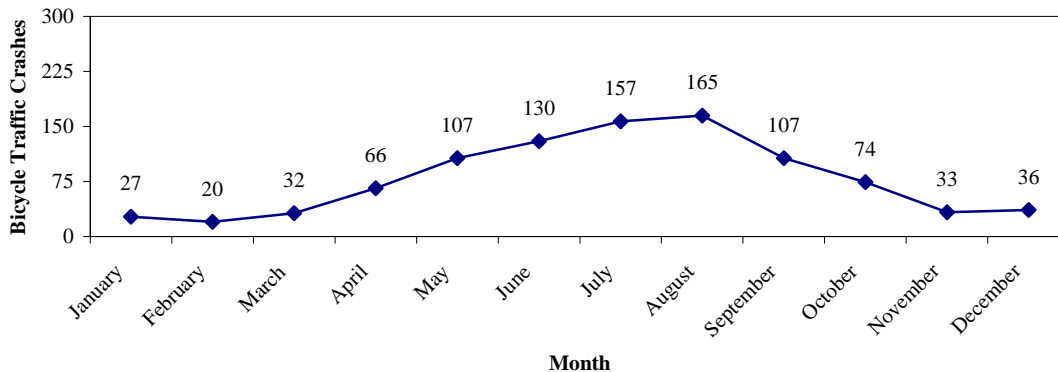


Source: MSPTCD and SEMCOG, 2006.

## Bicycle Traffic Crashes by Month, Day, and Hour

Bicycle crashes were more common in warmer months, unlike pedestrian crashes. This is probably due to the difficulties of bicycling in snowy or icy conditions. Bicycle crashes peaked in the month of August at 165 crashes and hit a low point in February with 20 crashes (Figure 82).

Figure 82  
Bicycle Traffic Crashes by Month, 2006

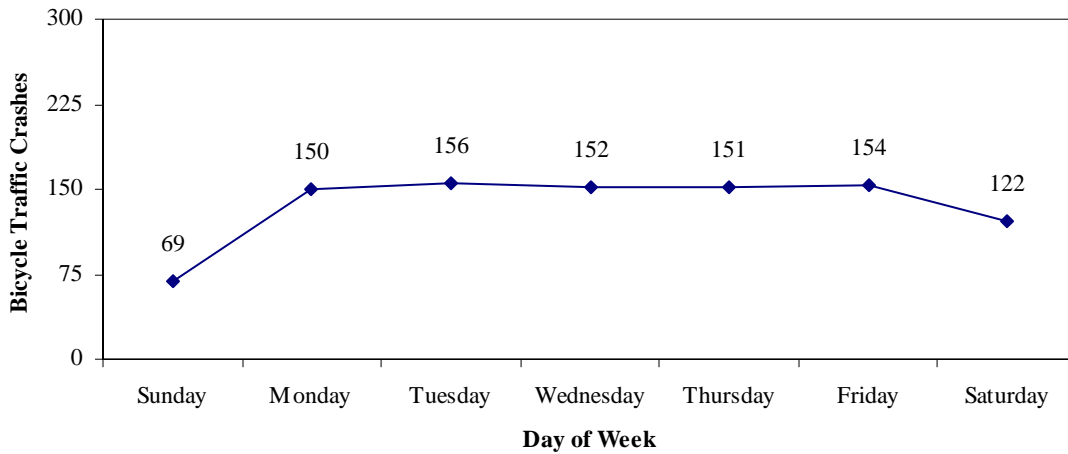


Source: MSPTCD and SEMCOG, 2006.

As with pedestrian crashes and all crashes, bicycle crashes were more common on weekdays (Figure 83). Tuesdays had the most bicycle crashes (156) and Sundays had the fewest (69).

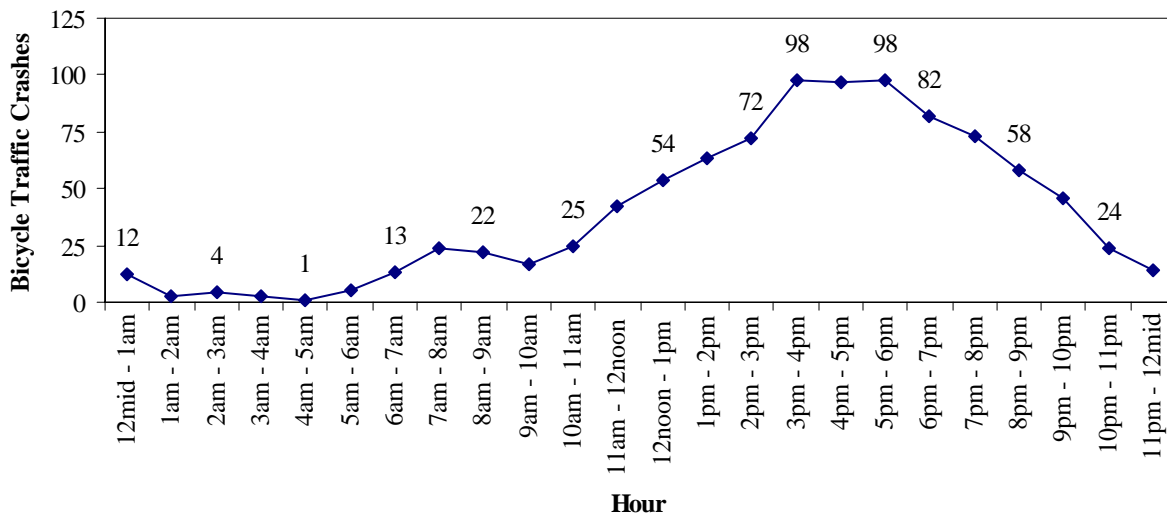
Bicycle crashes follow a time-of-day pattern that is similar to pedestrian crashes, with most crashes occurring in the late afternoon and early evening hours (Figure 84).

Figure 83  
Bicycle Traffic Crashes by Day of Week, 2006



Source: MSPTCD and SEMCOG, 2006.

Figure 84  
Bicycle Traffic Crashes by Hour of Day, 2006



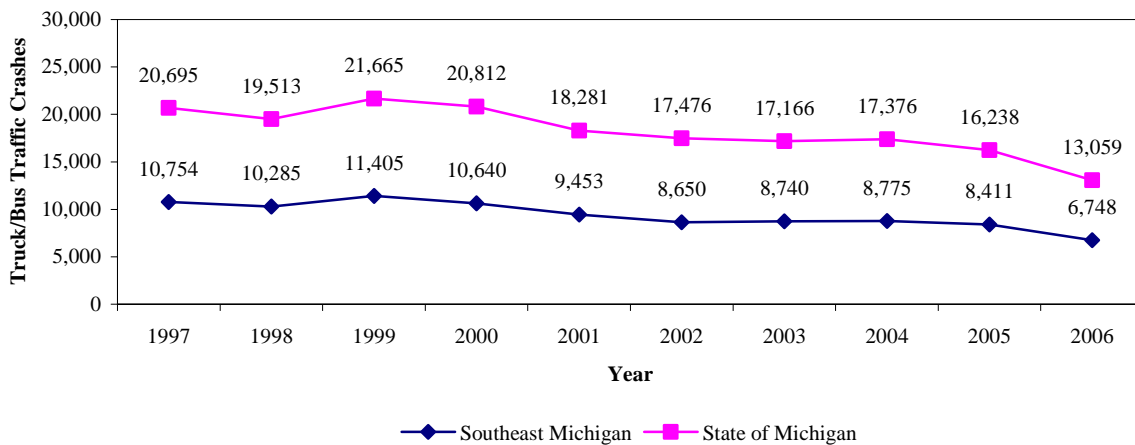
Source: MSPTCD and SEMCOG, 2006.

## Truck/Bus Traffic Crashes

Truck/bus traffic crashes are crashes that involve a commercial truck or bus. Truck/bus crashes decreased in 2006 in both Southeast Michigan and Michigan (19.8 and 19.6 percent respectively) (Figure 85).

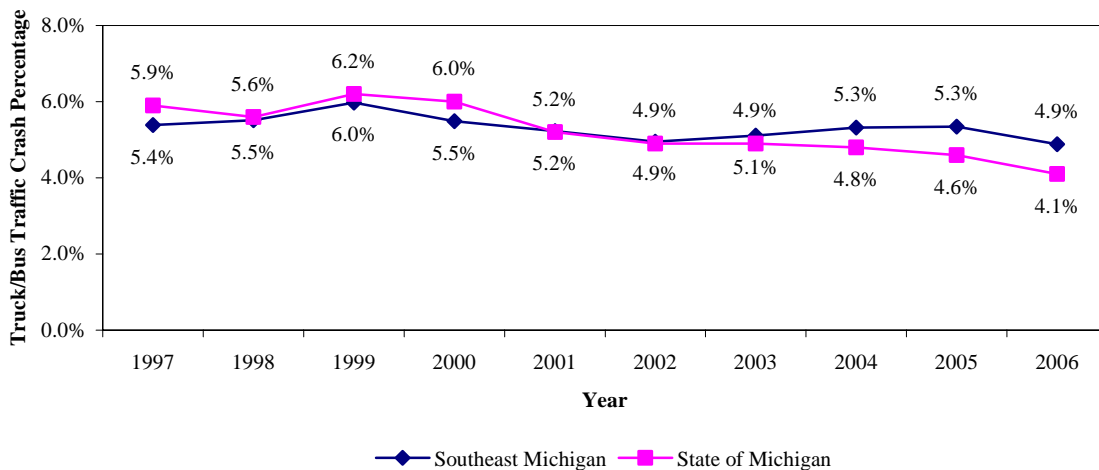
As Figure 86 shows, Southeast Michigan continues to have a higher percentage of truck/bus crashes than the State of Michigan. Nearly one out of every 20 traffic crashes (4.9 percent) in Southeast Michigan in 2006 involved a commercial truck or bus.

Figure 85  
Truck/Bus Traffic Crashes, 1997-2006



Source: MSPTCD and SEMCOG, 2006.

Figure 86  
Truck/Bus Traffic Crash Percentage, 1997-2006



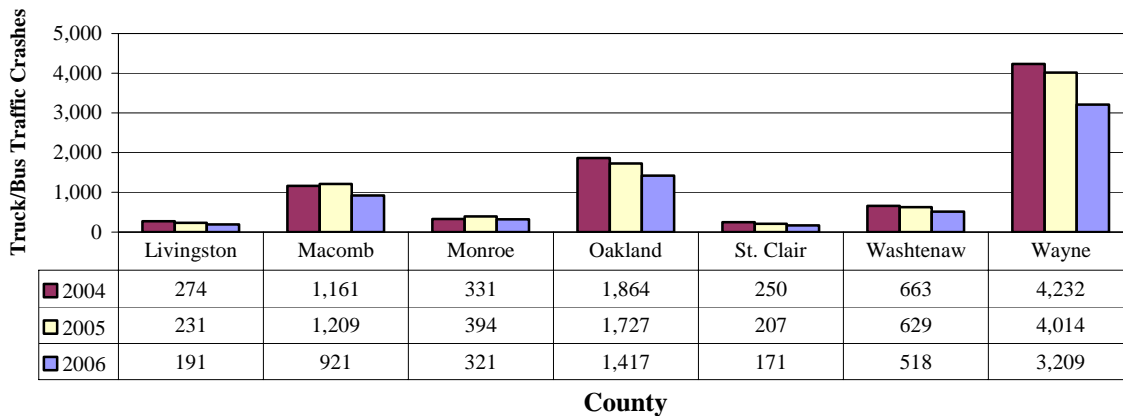
Source: MSPTCD and SEMCOG, 2006.

## Truck/Bus Traffic Crashes by County

Figure 87 shows the number of truck/bus traffic crashes that took place in each Southeast Michigan county in 2004-2006. All counties experienced a drop in truck/bus crashes in 2006.

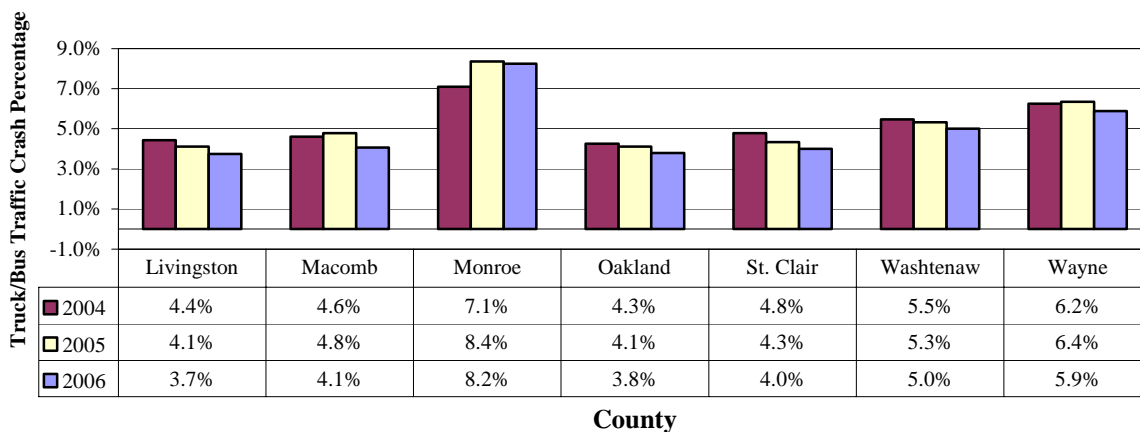
Monroe County continued to lead the region in truck/bus traffic crash percentage at just over eight percent. The counties with the lowest truck/bus crash percentages were Livingston and Oakland at just under four percent each (Figure 88).

Figure 87  
Truck/Bus Traffic Crashes by County, 2004-2006



Source: MSPTCD and SEMCOG, 2006.

Figure 88  
Truck/Bus Traffic Crash Percentage by County, 2004-2006

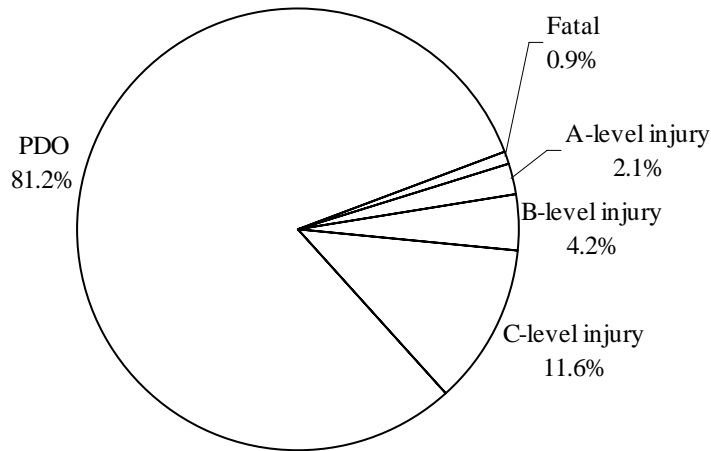


Source: MSPTCD and SEMCOG, 2006.

## Truck/Bus Traffic Crashes by Severity

As shown in Figure 89, over 80 percent of truck/bus crashes resulted in property damage only, compared to 78.3 percent of all traffic crashes. 58 truck/bus crashes were fatal, which is 0.9 percent of all truck/bus crashes. Table 17 shows the number of truck/bus crashes compared to all crashes for each severity level.

Figure 89  
Truck/Bus Traffic Crash by Severity, 2006



Source: MSPTCD and SEMCOG, 2006.

Table 17  
Truck/Bus Traffic Crash by Severity, 2006

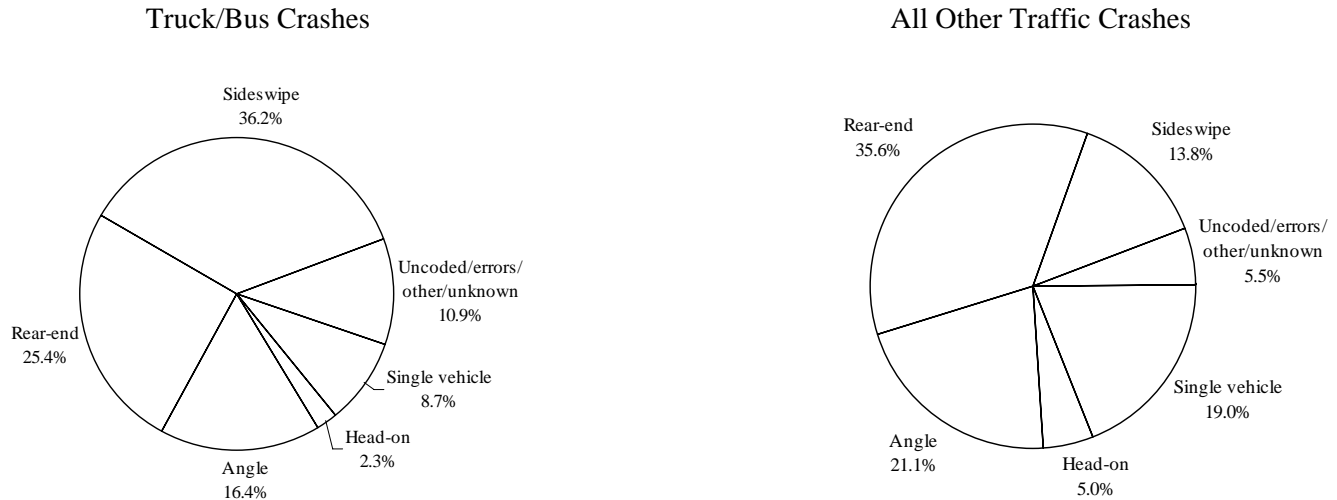
Crash Severity	Truck/Bus Traffic Crashes	All Traffic Crashes	Truck/Bus Percentage
Fatal	58	362	16.0%
A-level Injury	139	2,436	5.7%
B-level Injury	283	6,476	4.4%
C-level Injury	786	20,664	3.8%
PDO	5,482	108,227	5.1%
<b>Total</b>	<b>6,748</b>	<b>138,165</b>	<b>4.9%</b>

Source: MSPTCD and SEMCOG, 2006.

## Truck/Bus Traffic Crashes by Crash Type

Figure 90 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, rear-end, or head-on crashes when compared to same style for all other crashes. Table 18 shows that just over 11.9 percent of all sideswipe crashes involved a commercial truck or bus.

Figure 90  
Truck/Bus Traffic Crashes by Crash Type, 2006



Source: MSPTCD and SEMCOG, 2006.

Table 18  
Traffic Crash Type by Truck/Bus Percentage, 2006

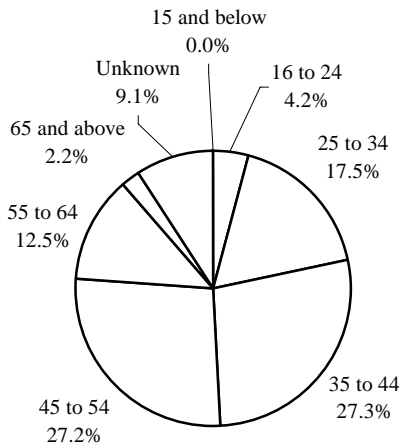
Crash Type	Truck/Bus Traffic Crashes	All Traffic Crashes	Truck/Bus Percentage
Uncoded/errors/other/unknown	735	7,925	9.3%
Single vehicle	589	25,594	2.3%
Head-on	158	6,688	2.4%
Angle	1,104	28,893	3.8%
Rear-end	1,717	48,466	3.5%
Sideswipe	2,445	20,599	11.9%
<b>Total</b>	<b>6,748</b>	<b>138,165</b>	<b>4.9%</b>

Source: MSPTCD and SEMCOG, 2006.

## Age and Gender of Truck/Bus Drivers in Traffic Crashes

Of the truck or bus drivers whose ages were recorded, 27.3 percent were in the 35-44 age group (Figure 91). Table 19 shows the age and gender of truck or bus drivers in crashes in 2006. Most of those drivers were male.

Figure 91  
Truck/Bus Drivers in Traffic Crashes by Age Group, 2006



Source: MSPTCD and SEMCOG, 2006.

Table 19  
Truck/Bus Drivers in Traffic Crashes by Age and Gender, 2006

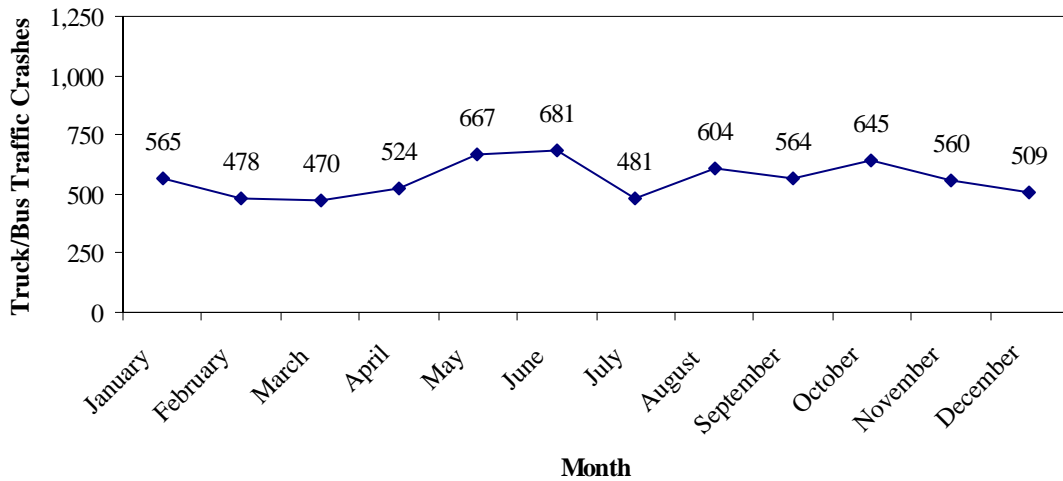
Age group	Number of Driver by Gender			Total
	Female	Male	Unknown	
15 and below	0	2	0	2
16 to 24	16	281	0	297
25 to 34	102	1124	6	1,232
35 to 44	244	1670	4	1,918
45 to 54	273	1630	7	1,910
55 to 64	104	770	0	874
65 to 74	18	118	0	136
75 to 84	0	16	0	16
85 to 94	0	0	0	0
95 and above	0	0	0	0
Unknown	9	122	510	641
<b>Total</b>	<b>766</b>	<b>5,733</b>	<b>527</b>	<b>7,026</b>

Source: MSPTCD and SEMCOG, 2006.

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

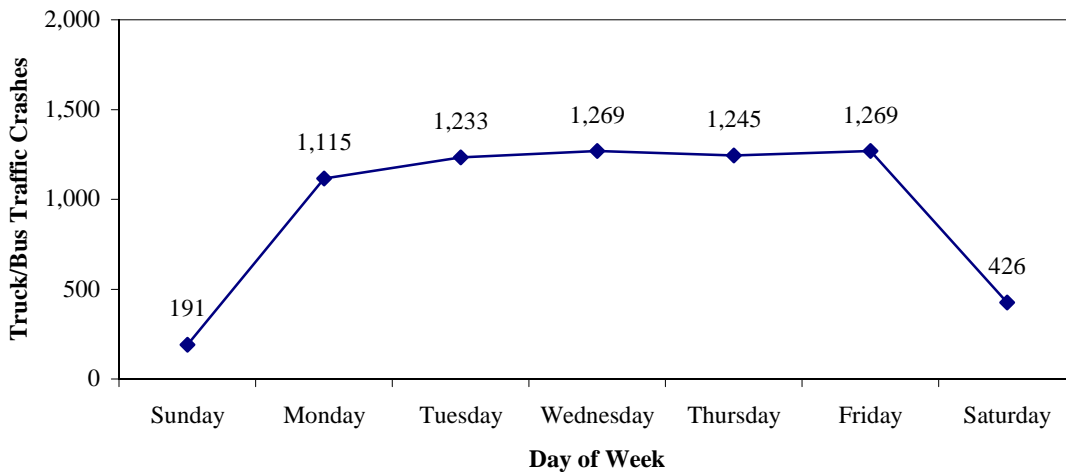
Traffic crashes involving trucks and buses were more frequent during May and June than any other month (Figure 92). Truck/bus crashes were least frequent in July. As Figure 93 shows, truck/bus crashes were much more common on weekdays, with nearly 91 percent of truck/bus crashes taking place during the Monday-Friday period.

Figure 92  
Truck/Bus Traffic Crashes by Month, 2006



Source: MSPTCD and SEMCOG, 2006.

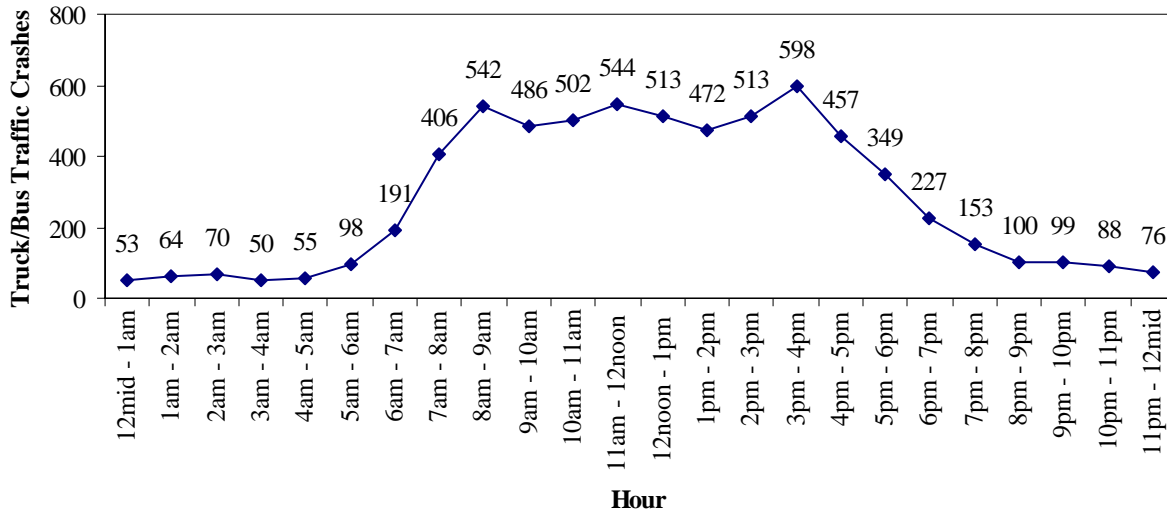
Figure 93  
Truck/Bus Traffic Crashes by Day of Week, 2006



Source: MSPTCD and SEMCOG, 2006.

When grouped by hour of day as in Figure 94, truck/bus crashes were likely to peak during daylight hours, unlike all traffic crashes (Figure 12).

Figure 94  
Truck/Bus Traffic Crashes by Hour of Day, 2006

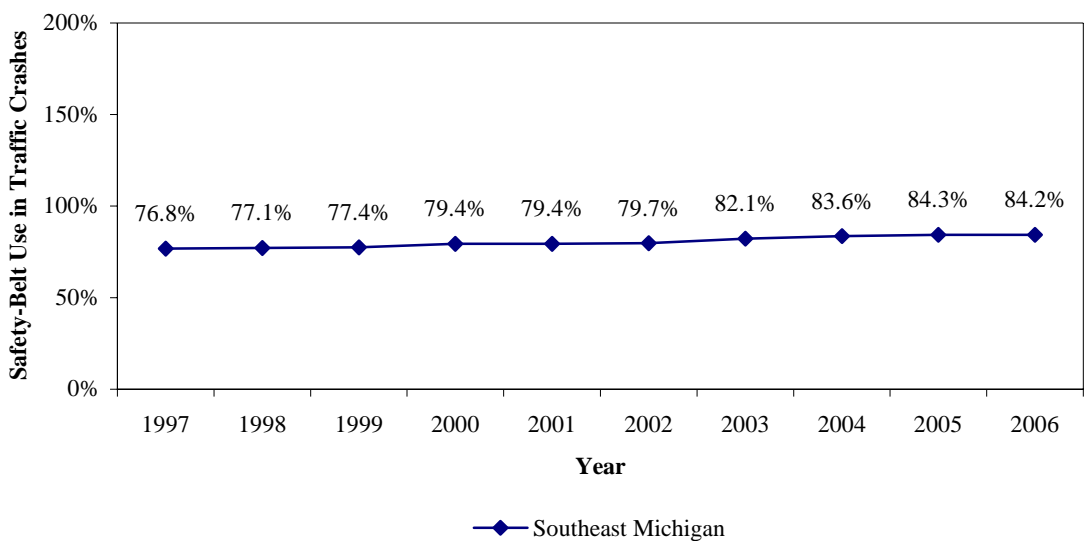


Source: MSPTCD and SEMCOG, 2006.

# Safety-Belt Use

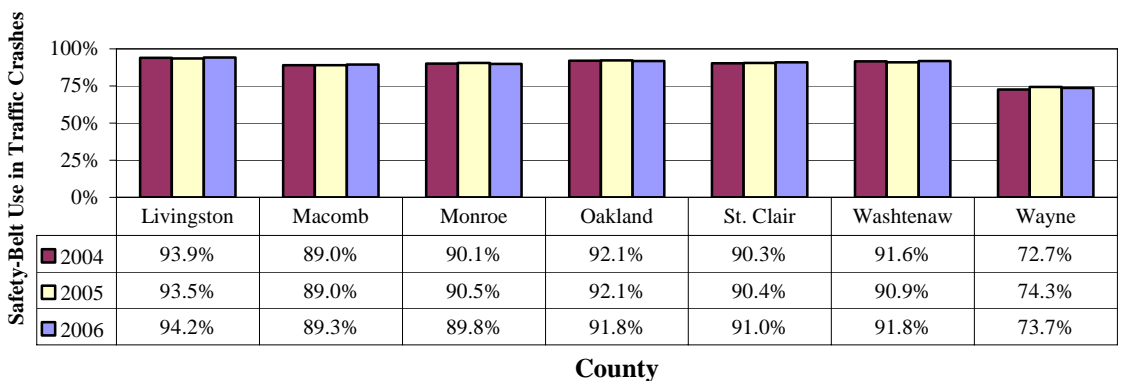
Use of safety belts by drivers in traffic crashes decreased slightly in 2006 in Southeast Michigan (Figure 95). Over 84 percent of drivers in crashes reported that they were wearing their safety belts at the time of the crash. Figure 96 shows safety-belt use in each county. Macomb, Monroe, and Wayne Counties were below 90 percent safety-belt usage in 2006. Wayne County continued to have the lowest rate of belt use at 73.7 percent. Monroe, Oakland, and Wayne Counties showed a slight decrease in safety belt usage in crashes.

Figure 95  
Driver Safety-Belt Use, 1997-2006



Source: MSPTCD and SEMCOG, 2006.

Figure 96  
Driver Safety-Belt Use by County, 2004-2006

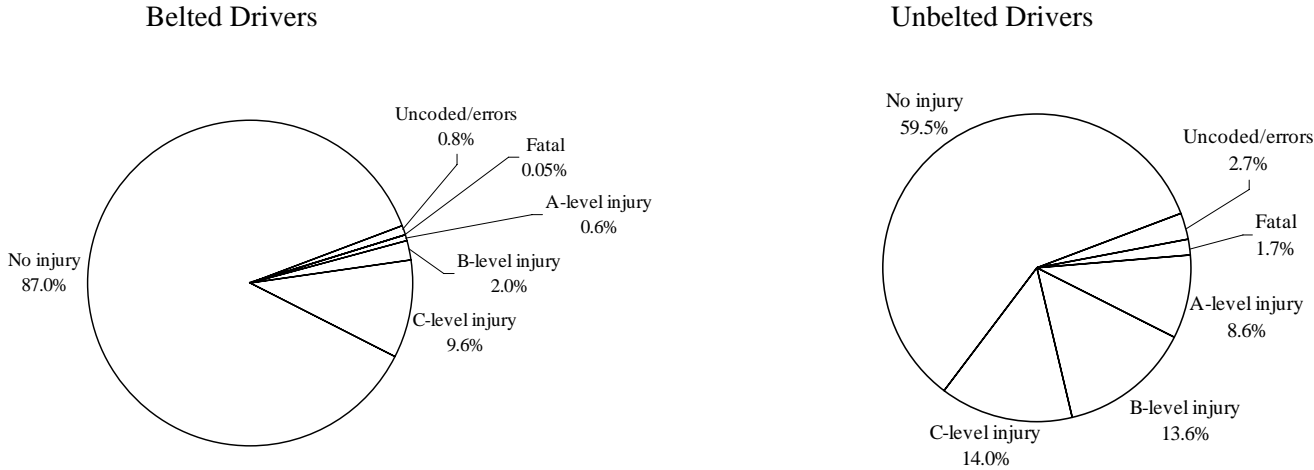


Source: MSPTCD and SEMCOG, 2006.

# Injury Severity of Belted vs. Unbelted Drivers

As shown in Figure 97, over 87 percent of belted drivers escaped injury altogether, but only 59.5 percent of unbelted drivers were uninjured. These figures should not be confused with crash severity, which is determined by the most severe injury outcome in a crash.

Figure 97  
Injury Severity of Belted Drivers Compared to Unbelted Drivers, 2006

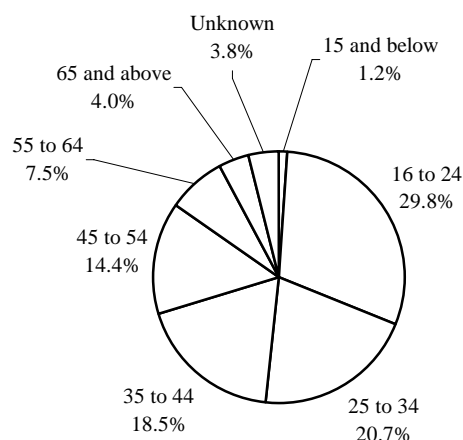


Source: MSPTCD and SEMCOG, 2006.

## Unbelted Drivers by Age, Gender, and Alcohol Use

Figure 98 shows how unbelted drivers in 2006 were distributed among the age groups. Over 50 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 98  
Unbelted Drivers by Age Group, 2006



Source: MSPTCD and SEMCOG, 2006.

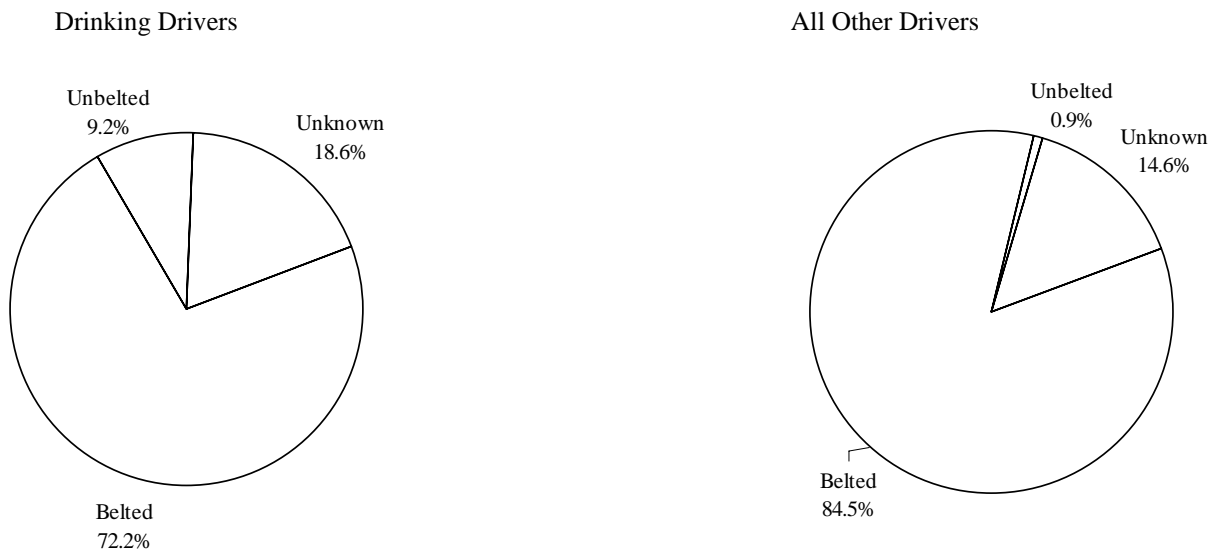
Table 20  
Unbelted Drivers by Age and Gender, 2006

Age Group	Number of Drivers by Gender			Total
	Female	Male	Unknown	
15 and below	4	28	0	32
16 to 24	234	544	0	778
25 to 34	164	377	0	541
35 to 44	142	342	0	484
45 to 54	105	271	0	376
55 to 64	68	128	0	196
65 to 74	21	35	0	56
75 to 84	11	28	0	39
85 to 94	3	6	0	9
95 and above	0	0	0	0
Unknown	11	60	28	99
<b>Total</b>	<b>763</b>	<b>1,819</b>	<b>28</b>	<b>2,610</b>

Source: MSPTCD and SEMCOG, 2006.

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 99 shows, over nine percent of drinking drivers were unbelted at the time of a crash, compared to nearly one percent of all other drivers.

Figure 99  
Safety-Belt Use Among HBD Drivers, 2006



Source: MSPTCD and SEMCOG, 2006.

# 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 of the week (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

<b>Holiday day of week</b>	<b>Holiday period begins</b>	<b>Holiday period ends</b>	<b>Number of Days</b>
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 2004-2006. 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.

Table 22  
Fatal Holiday Traffic Crashes, 2004-2006

<b>Holiday Period [number of whole days]</b>	<b>Fatal Crashes (alcohol-involved fatal crashes)</b>	<b>Persons Killed (persons killed in alcohol- involved crashes)</b>
Memorial Day		
2006 [3]	8 (3)	10 (4)
2005 [3]	3 (1)	3 (1)
2004 [3]	3 (3)	3 (3)
Fourth of July		
2006 [3]	10 (6)	10 (6)
2005 [3]	5 (2)	6 (3)
2004 [3]	6 (2)	6 (2)
Labor Day		
2006 [3]	2 (1)	2 (1)
2005 [3]	5 (2)	2 (2)
2004 [3]	5 (1)	7 (2)
Thanksgiving		
2006 [4]	5 (3)	5 (3)
2005 [4]	7 (4)	7 (4)
2004 [4]	3 (1)	3 (1)
Christmas		
2006 [3]	0 (0)	0 (0)
2005 [3]	3 (2)	3 (2)
2004 [3]	4 (1)	4 (1)
New Year Holiday		
2006/07 [3]	0* (0)*	0* (0)*
2005/06 [3]	3 (1)	4 (1)
2004/05 [3]	4 (4)	4 (4)
2003/04 [4]	3 (3)	3 (3)

Source: MSPTCD and SEMCOG, 2006.

\*Data are incomplete for 2006/2007 New Year Holiday. This count does not include crashes that took place in 2007.



## Appendix A-Vehicle Miles Traveled (VMT)

Data about VMT in each county in 2006 come from the Michigan Department of Transportation (MDOT). These estimates (Table 23) come from information about traffic volumes provided by local agencies through the Highway Performance Monitoring System (HPMS).

Table 23  
Estimated Million VMT by County, 2006

County	VMT (in millions)
Livingston	2,148
Macomb	6,783
Monroe	2,261
Oakland	13,651
St. Clair	1,752
Washtenaw	3,951
Wayne	19,200
<b>Total</b>	<b>49,746</b>

Source: MDOT, 2006.

The results of a 1994 SEMCOG survey were used to estimate VMT for each age group in 2005. 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 2005 VMT for Southeast Michigan among the age groups. Table 24 shows the percent of all VMT driven by each age group in the 1994 survey.

Table 24  
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	20.597%
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%
<b>Total</b>	<b>100%</b>

Source: SEMCOG, 1994.

The percentages for each age group were then multiplied by the total VMT driven in Southeast Michigan in 2006 to obtain an estimate for the number of miles driven by each age group in 2006. The results are shown in Table 25.

Table 25  
Estimated Million VMT by Age Group, 2006

<b>Age Group</b>	<b>Estimated 2004 VMT (in millions)</b>
15 and below	188
16 to 24	4,916
25 to 34	8,808
35 to 44	14,028
45 to 54	10,246
55 to 64	5,764
65 to 74	4,501
75 to 84	1,206
85 to 94	87
95 and above	1
<b>Total</b>	<b>49,746</b>

Source: MDOT and SEMCOG, 2006.

## 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 January 2007, as shown in Table 26.

As of January 2007, there were 3,419,788 drivers registered in Southeast Michigan counties, a 0.5 percent decrease over January 2005. Wayne County remained the only county with more than one million registered drivers. Monroe County had the fewest registered drivers in the region at over 118,470. Wayne County had a decrease in registered drivers with a 2.8 percent loss from January 2005.

For the first time in the ten years that SEMCOG has been tracking this statistic, the 45-54 age group took over as largest registered drivers age group. This was the largest age group in all counties except Macomb, Washtenaw, and Wayne, in which 35-44 made up the largest age group.

Table 27 shows the number of male and female drivers in each age group. There are slightly more female registered drivers (2.2 percent) than male registered drivers in Southeast Michigan.

Table 26  
Southeast Michigan Registered Drivers by Age and County, January 2007

Age	County							Total
	Livingston	Macomb	Monroe	Oakland	St. Clair	Washtenaw	Wayne	
15 and below	1,534	5,137	961	8,458	1,078	1,747	6,615	25,530
16 to 24	20,780	89,169	17,804	130,595	18,228	40,123	162,318	479,017
25 to 34	18,556	108,365	17,738	157,509	17,987	51,185	211,651	582,991
35 to 44	30,353	126,982	23,026	192,312	24,530	49,662	239,210	686,075
45 to 54	31,330	125,739	24,924	196,915	26,014	46,688	238,255	689,865
55 to 64	21,245	89,203	17,708	138,763	19,182	33,824	171,598	491,523
65 to 74	9,909	50,453	9,433	66,623	10,788	15,051	90,933	253,190
75 to 84	5,052	34,506	5,612	44,038	6,463	8,737	64,524	168,932
85 to 94	1,097	8,422	1,246	11,274	1,605	2,276	15,757	41,677
95 and above	26	183	18	313	39	63	346	988
<b>Total</b>	<b>139,882</b>	<b>638,159</b>	<b>118,470</b>	<b>946,800</b>	<b>125,914</b>	<b>249,356</b>	<b>1,201,207</b>	<b>3,419,788</b>

Source: MDOS, 2007.

Table 27

## Southeast Michigan Registered Drivers by Age and Gender, January 2007

Age	Gender		
	Female	Male	Total
15 and below	12,744	12,786	25,530
16 to 24	233,870	245,147	479,017
25 to 34	290,053	292,938	582,991
35 to 44	344,526	341,549	686,075
45 to 54	352,162	337,703	689,865
55 to 64	251,739	239,784	491,523
65 to 74	133,412	119,778	253,190
75 to 84	92,275	76,657	168,932
85 to 94	23,107	18,570	41,677
95 and above	516	472	988
<b>Total</b>	<b>1,734,404</b>	<b>1,685,384</b>	<b>3,419,788</b>

Source: MDOS, 2007.

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2007-2008**

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