2013 QUICK FACTS

Some exposure factor comparisons between 2013 and 2012 show motor vehicle registrations increased 0.8 percent, the number of licensed drivers on Michigan roads increased 0.5 percent, and vehicle mileage increased 0.9 percent.

The 2013 fatality rate of 1.00 deaths per 100 million miles of travel increased 0.1 percent from the 2012 fatality rate of 0.96, remaining below the 10-year average of 1.01 (2004-2013).

There were 951 persons killed and 71,031 persons injured in 289,061 reported motor vehicle traffic crashes in Michigan during 2013. Compared with the 2012 experience, the number of: deaths increased 1.6 percent, persons injured increased 0.7 percent, and total reported crashes increased 5.5 percent.

There were 289,061 reported crashes, of which 881 were fatal, 51,949 were personal injury, and 236,231 were property damage only crashes.

Of all fatal crashes, 25.0 percent occurred at intersections.

Of all fatal crashes, 29.2 percent involved at least one drinking operator, bicyclist, or pedestrian, 19.8 percent involved drinking but no drugs, 6.7 percent involved drugs but no drinking, and 9.4 percent involved both drinking and drugs.

Excessive speed was indicated as the hazardous action by 12.5 percent of the drivers involved in fatal crashes.

Of the 289,061 total crashes in 2013, 107,528 (37.2%) involved one vehicle only. This is an increase of 5.8 percent from last year’s count of 101,599 single-vehicle crashes.

Of the 881 fatal crashes, 488 (55.4%) involved one vehicle.

Of the 257 alcohol-involved fatal crashes, 183 (71.2%) involved one vehicle. This is a 0.5 percent increase from last year’s figure of 182 single vehicle, alcohol-involved fatal crashes.

Of the 1,388 drivers involved in fatal crashes, 130 (9.4%) were under 21 years of age and 243 (17.5%) were under 25 years of age.

Of the 9,895,622 persons living in Michigan [1. References and Reporting Agencies] one out of every 10,405 was killed in a traffic crash and one out of every 139 was injured.

For each person killed, 75 persons were injured.

According to figures provided by the Michigan Department of Community Health [2. References and Reporting Agencies], accidental death for children in motor vehicle crashes routinely outpaces the next two most frequent causes: fire and drowning.

According to the Michigan Department of Community Health, approximately three out of five accidental deaths for teenagers and young adults (ages 15-24) are due to motor vehicle crashes.
The pedestrian death toll for Michigan stands at 149 persons, an increase of 16 deaths from 2012.

For each pedestrian killed, there were 13 pedestrians injured.

Of the pedestrians killed, 30.9 percent were killed while crossing streets not at intersections.

Of all pedestrians killed, 11.4 percent were under the age of 21 and 4.7 percent were age 75 and older.

Children under the age of 16 accounted for 7.4 percent of the bicycle deaths.

Of the 497,908 drivers and injured passengers involved in crashes, 435,680 or 87.5 percent were reported to have been using occupant restraints. Restraint usage among fatal victims, where usage was known, was reported to be 63.3 percent in 2013.

Motor vehicle occupants age 75-110 had the highest reported restraint usage (96.5%) among all age groups. Children age 11-15 had the lowest reported restraint usage (82.6%).

The economic loss in Michigan traffic crashes amounted to $8,608,974,600. If costs were spread across the state’s population this would translate into a loss of $869.98 per state resident.

Note: Information on the cost of crashes was provided by the National Safety Council.