

1960

MICHIGAN
TRAFFIC
ACCIDENT
FACTS

Prepared By



PREFACE

This report contains available data on traffic accidents and related exposure factors for Michigan in 1960, together with trend experience for a number of years.

All accident data were obtained from individual reports of accidents furnished by the various law enforcement agencies, while most of the other data were furnished by different state agencies including the Department of State, State Health Department and State Highway Department.

Traffic deaths were up for the second consecutive year and were the highest since 1956. Injuries and reported accidents were the highest ever. While this was happening, drivers, motor vehicles, and miles of travel likewise climbed to record highs.

Since a sound accident prevention program should be based on the most complete knowledge possible concerning the problem - its extent, concentration, characteristics, causes and related factors - it is hoped the report can be used to help prevent accidents.

Appreciation is expressed to all who provided the accident and related data included in the report.

Joseph A. Childs
Commissioner
MICHIGAN STATE POLICE

Produced by
Printing and Mailing Section
Michigan State Police

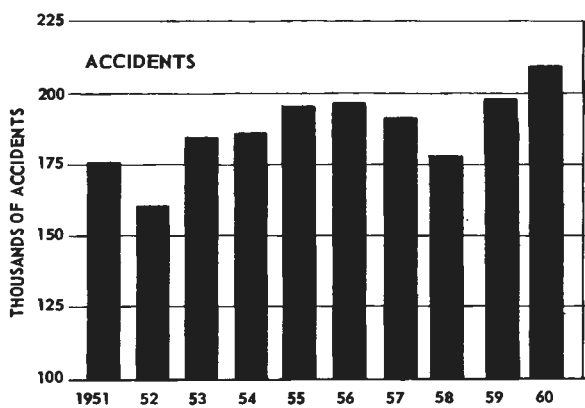
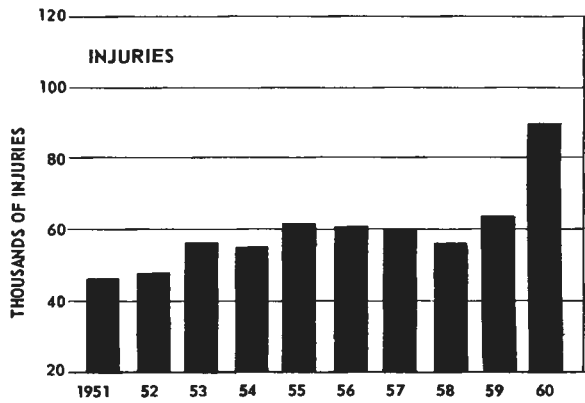
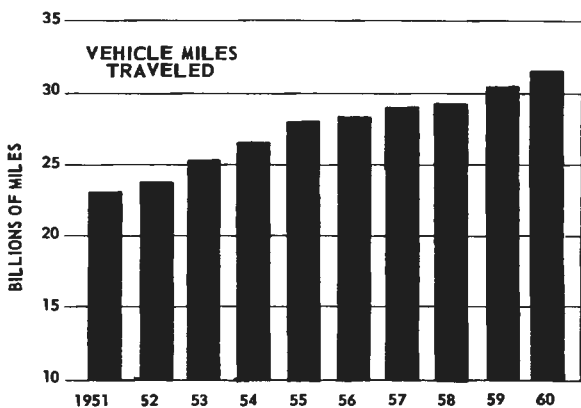
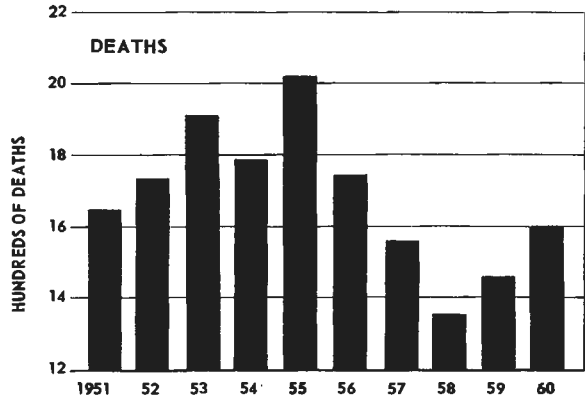
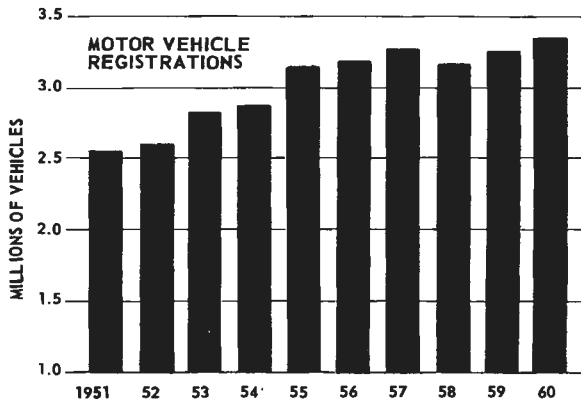
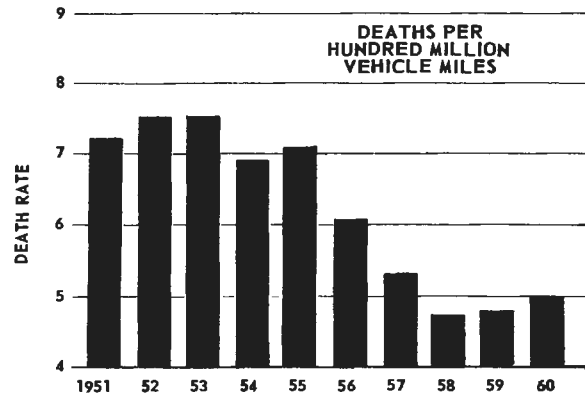
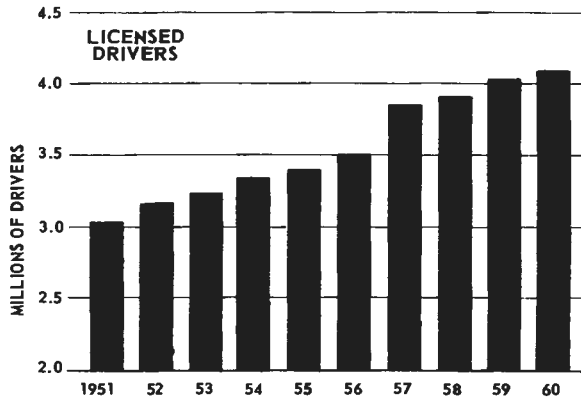
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TRAFFIC TRENDS

IN MICHIGAN

1951 - 1960*



DATA COMPILED BY MICHIGAN STATE POLICE

*DATA FOR 1960 CHARTS ARE PARTIALLY ESTIMATED AND SUBJECT TO REVISION WHEN FINAL FIGURES ARE AVAILABLE.

Figure 1

MOTOR VEHICLE TRAFFIC ACCIDENTS IN MICHIGAN 1960

Summary and Comparisons with Previous Years

SUMMARY STATEMENT

Injuries and total reported accidents climbed to record highs and deaths were the highest since 1956, when 1,746 persons were killed.

The record for 1960 included 1,596 killed, 91,026 injured and 209,724 reported accidents. Compared with 1959, deaths were up 123, or 8 per cent, injuries increased 26,153, or 40 per cent, and reported accidents were up 10,953, or 6 per cent.

More persons were killed for the second consecutive year and these increases reversed a downward trend which prevailed during 1956, 1957 and 1958.

Estimated vehicle mileage, licensed drivers, and registered motor vehicles also climbed to new all-time highs and at least part of the increase in casualties and accidents can be attributed to this increased exposure. Yet, the death rate of 5.0 per 100 million vehicle miles was the third best on record.

Actual comparisons of 1960 accident data and related information for 1960 are shown in the following tabulation and trend figures for the 28 year period of 1933 through 1960 may be found on page 33.

	1960	1959	Compared 1960 with 1959	
			Number	Per Cent
Deaths	1,596	1,473	+123	+8.4
Injuries	91,026	64,873	+26,153	+40.3
Accidents	209,724	198,771	+10,953	+5.5
Motor Vehicles	3,341,698	3,252,492	+89,206	+2.7
Drivers	4,078,994	4,044,701	+34,293	+0.8
Mileage (Billions)	31.8	30.7	+1.1	+3.6
Death Rate (Per 100 Million Vehicle Miles)	5.0	4.8	+0.2	+4.2
Estimated Cost (Millions of Dollars)	265	245	+20	+8.2

Careful checks assure that fatality figures accurately account for the number of deaths properly chargeable to traffic accidents and permit reliable comparisons with previous experience. Such comparisons are not possible with injuries and total accidents because many are not reported and the completeness of reporting still varies throughout the state.

Generally, however, reporting ratios (the number of injury and property damage accidents reported for each fatal accident) have improved greatly in recent years, especially in rural areas. This improvement must be con-

sidered in attempting to evaluate actual increases in accident occurrence.

Then, too, a substantial part of the sharp increase in injuries in 1960 over 1959 is due to more general use of the "C" injury classification during 1960. This classification, used to identify those cases where there is complaint of pain with no visible signs of injury or cases of momentary unconsciousness, accounted for 35,990, or nearly 40 per cent of the 91,026 reported injuries in 1960.

Part of the increase in deaths during 1960 can be attributed to more multiple death accidents than usual. A total of 378 were killed in such accidents - 101 with 2 each (including 4 pedestrian accidents with 2 each), 34 with 3 each, 14 with 4 each, 1 with 5, 1 with 6, and 1 with 7.

DEATHS AND DEATH RATE CHANGES

As already related, deaths were up for the second consecutive year in 1960 following successive reductions of more than 10 per cent a year in 1956, 1957 and 1958. The 1,596 killed were 123, or 8 per cent higher than in 1959, and the worst record since 1956, when 1,746 died. Despite the 1960 increase, the number killed was still 420, or 21 per cent less than in 1955, the third worst year for traffic deaths in Michigan.

The death rate of 5.0 per 100 million vehicle miles was up 4 per cent over 1959, but still the third best ever achieved in Michigan, and only 0.3, or 6 per cent, higher than the best rate of 4.7 in 1958. It also was still 30 per cent less than the 7.1 death rate for 1955 and if the 1955 death rate had continued during the five year period of 1956 through 1960 there would have been 2,875 more deaths than actually occurred.

According to provisional figures published by the National Safety Council there were 38,200 deaths in the nation in 1960. This was an increase of nearly 300, or one per cent over 1959, but the death rate of 5.2 per 100 million vehicle miles was the lowest on record. Michigan accounted for 4.2 per cent of the nation's death record.

Deaths and mileage rate figures for Michigan, 1951 through 1960, are shown in figure 1 on page 6, and trend data for 1933 through 1960 are included in the tabulation on page 33.

REGISTRATION

Michigan motor vehicle registrations totaled 3,341,698, exclusive of trailers and trailer coaches, in 1960. This was a new record high and up nearly 3 per cent over 1959.

The total included 2,879,225 passenger cars, 354,765 commercial vehicles, 37,615 farm vehicles, 30,614 motorcycles and 39,479 municipal vehicles. This was an average of one vehicle for each 2.3 persons according to 1960 census figures.

Compared with 1959, passenger cars increased 3 per cent; commercial vehicles decreased about one per cent; farm vehicles decreased more than 2 per cent; motorcycles decreased 14 per cent; and municipal vehicles increased over 4 per cent.

Five counties accounted for 1,839,262, or 55 per cent, of the state's motor vehicle registrations. These counties included Wayne with over 1,000,000 vehicles, three counties - Genesee, Kent and Macomb - with more

than 150,000 each, and Oakland County with over 300,000.

Information on the number of vehicle registrations (excluding trailers and trailer coaches) by county is included in the tabulations on pages 42 and 43.

LOCATION

There were 1,095 rural deaths, or 69 per cent of the state-wide total, the lowest since 1951. Compared with 1959, rural deaths were up 58, or 6 per cent, including an increase of 14, or 2 per cent on the trunkline system and an increase of 44, or 10 per cent on county roads. Fatal accidents on the rural trunkline system were actually down 10, or 2 per cent, and the increase in deaths resulted from a higher ratio of persons killed per fatal accident.

Urban deaths rose to 494, or 31 per cent of the state-wide total and an increase of 65, or 15 per cent, over 1959.

Both rural and urban areas contributed to the sharp percentage increases in injuries and to the smaller percentage increases in reported accidents - up 32 per cent and 7 per cent, respectively, in rural areas and up 46 per cent and 5 per cent, respectively, in urban areas.

Rural areas accounted for 39 per cent of the injuries and 27 per cent of the accidents while urban areas accounted for 61 per cent of the injuries and 73 per cent of the accidents.

See figure 2, page 9 for rural-urban deaths, 1951-1960.

TRAFFIC DEATHS 1951 - 1960

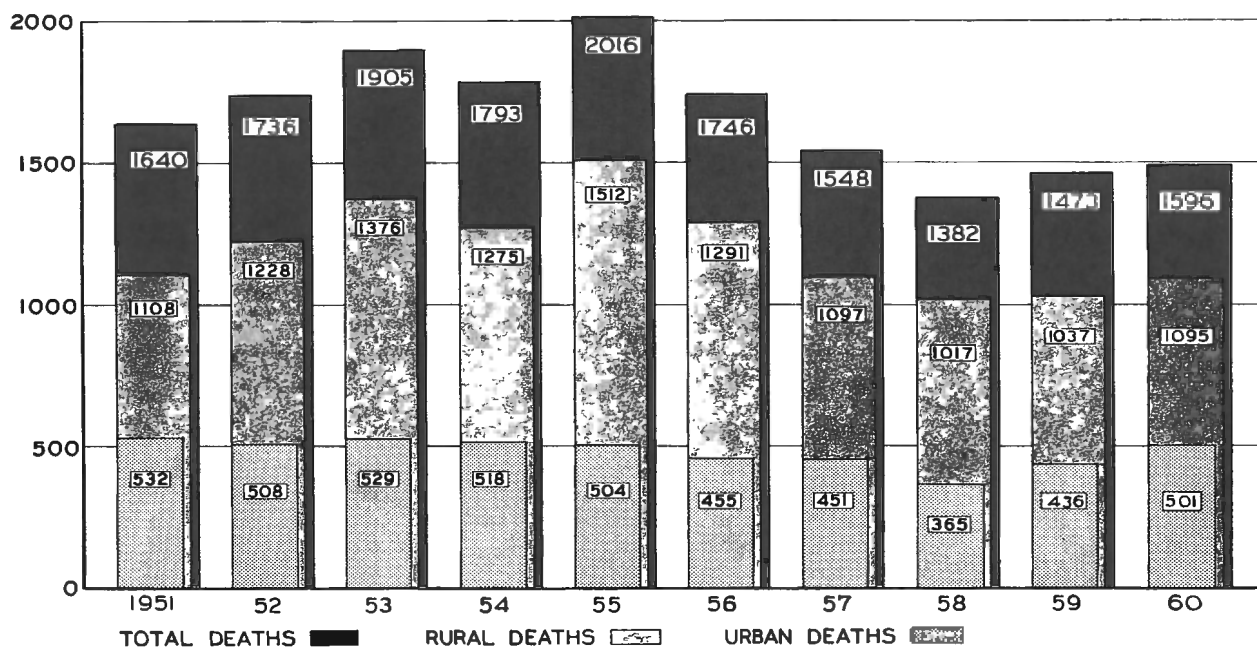


Figure 2

Three counties in the Detroit Metropolitan Area - Wayne 337, Oakland 122, and Macomb 59 - accounted for 518, or 32 per cent of the state's deaths. These same counties, however, had 1,529,912, or 46 per cent, of

the state's registered motor vehicles and 7,823,194, or 48 per cent, of the total population.

Deaths by county for 1960 are shown in figure 3, page 10, and tables on pages 42 thru 45 show the number of deaths by county and in cities 10,000 population and over for the 5 year period 1956-1960.

The concentration of deaths by selected areas is shown at the bottom of figure 3, page 10. The 41 counties south of the Oceana-Bay county line had 87 per cent of the state's traffic deaths, 91 per cent of the registered vehicles, and 92 per cent of the population.

The 27 counties in the Lower Peninsula north of the Oceana-Bay county line accounted for 8 per cent of the traffic deaths, 5 per cent of the registrations, and 4 per cent of the population. Upper Peninsula counties had 5 per cent of the deaths, 4 per cent of the registrations, and 4 per cent of the population.

Compared with 1959, deaths in the 41 counties south of the Oceana-Bay county line increased 110, or 9 per cent, those in the 27 counties in the Lower Peninsula north of the Oceana-Bay County Line decreased 3, or 2 per cent, and the remaining 15 counties in the Upper Peninsula increased 16, or 24 per cent.

TIME OF ACCIDENTS

The general time distribution of accidents remains about the same from year to year, since it is closely related to hours of work and to social and recreational activity. These factors increase traffic volumes during certain hours of the day, days of the week and seasons which in turn increase the chances for accidents.

In 1960 the worst hour for fatal accidents was between 7 p.m. and 8 p.m. with 99, or 7.2 per cent, of the total, and the five hour period between 4 p.m. and 9 p.m. accounted for 421, or 30.7 per cent.

Most fatal accidents, 757, or 55.4 per cent of the total, occurred during hours of dusk, dawn, or darkness. The fatal accident rate per 100 million vehicle miles is much higher during these hours than in daylight hours since only about one-third of the total travel occurs between 6 p.m. and 6 a.m.

Week ends, including Friday, Saturday and Sunday, accounted for 784, or 57 per cent of the fatal accidents and Saturday alone for 303, or 22 per cent. Other days of the week accounted for about 10 per cent each. Two days during the year had 24 killed each day, Sunday, October 30, and Friday, December 23, while 56 persons were killed during the worst week of the year, December 19 through 25. There were no deaths on 17 days of the year.

A calender showing the number of persons killed and fatal accidents by day of year for 1960 is shown in figure 4 on page 12. Monthly death figures for 1956 through 1960 are shown on page 35. October was the worst month for total traffic deaths in 1960 with 185. This month also has had the highest average death total for Michigan during the 28 year period 1933-1960 with 158, or 10 per cent of the annual toll.

TYPES OF ACCIDENTS

Three types of accidents accounted for 1,390, or 87 per cent, of the

DEATHS AND FATAL ACCIDENT CALENDAR IN MICHIGAN FOR 1960

JANUARY						
SUN	MON	TUE	WED	THU	FRI	SAT
					8 ¹ / ₁₄	4 ² / ₄
3 ³ / ₁₁	1 ⁴ / ₁	3 ⁵ / ₃	1 ⁶ / ₁	0 ⁷ / ₀	6 ⁸ / ₈	5 ⁹ / ₅
6 ¹⁰ / ₆	2 ¹¹ / ₅	4 ¹² / ₄	0 ¹³ / ₀	3 ¹⁴ / ₃	5 ¹⁵ / ₅	7 ¹⁶ / ₉
6 ¹⁷ / ₆	5 ¹⁸ / ₅	3 ¹⁹ / ₃	1 ²⁰ / ₁	5 ²¹ / ₈	4 ²² / ₅	5 ²³ / ₅
2 ²⁴ / ₂	2 ²⁵ / ₂	0 ²⁶ / ₀	3 ²⁷ / ₃	3 ²⁸ / ₄	4 ²⁹ / ₄	3 ³⁰ / ₆
2 ³¹ / ₅						

FEBRUARY						
SUN	MON	TUE	WED	THU	FRI	SAT
	2 ¹ / ₂	1 ² / ₁	0 ³ / ₀	3 ⁴ / ₃	1 ⁵ / ₁	6 ⁶ / ₆
2 ⁷ / ₂	4 ⁸ / ₅	1 ⁹ / ₁	1 ¹⁰ / ₁	1 ¹¹ / ₁	1 ¹² / ₁	4 ¹³ / ₅
4 ¹⁴ / ₄	1 ¹⁵ / ₁	1 ¹⁶ / ₁	2 ¹⁷ / ₂	2 ¹⁸ / ₂	3 ¹⁹ / ₃	4 ²⁰ / ₅
6 ²¹ / ₈	1 ²² / ₁	1 ²³ / ₁	1 ²⁴ / ₁	0 ²⁵ / ₀	3 ²⁶ / ₃	0 ²⁷ / ₀
5 ²⁸ / ₈	3 ²⁹ / ₇					

MARCH						
SUN	MON	TUE	WED	THU	FRI	SAT
		2 ¹ / ₂	2 ² / ₂	3 ³ / ₃	2 ⁴ / ₂	4 ⁵ / ₄
2 ⁶ / ₂	2 ⁷ / ₂	4 ⁸ / ₄	0 ⁹ / ₀	4 ¹⁰ / ₄	1 ¹¹ / ₄	3 ¹² / ₃
3 ¹³ / ₃	2 ¹⁴ / ₅	2 ¹⁵ / ₂	2 ¹⁶ / ₃	4 ¹⁷ / ₅	7 ¹⁸ / ₇	6 ¹⁹ / ₇
2 ²⁰ / ₂	3 ²¹ / ₃	2 ²² / ₂	3 ²³ / ₄	2 ²⁴ / ₂	4 ²⁵ / ₄	8 ²⁶ / ₈
5 ²⁷ / ₆	3 ²⁸ / ₃	1 ²⁹ / ₁	1 ³⁰ / ₁	1 ³¹ / ₂		

APRIL						
SUN	MON	TUE	WED	THU	FRI	SAT
					4 ¹ / ₄	9 ² / ₁₀
4 ³ / ₅	0 ⁴ / ₀	2 ⁵ / ₂	4 ⁶ / ₇	3 ⁷ / ₃	3 ⁸ / ₄	2 ⁹ / ₂
5 ¹⁰ / ₆	3 ¹¹ / ₃	0 ¹² / ₀	3 ¹³ / ₃	1 ¹⁴ / ₁	3 ¹⁵ / ₃	5 ¹⁶ / ₈
2 ¹⁷ / ₂	2 ¹⁸ / ₂	1 ¹⁹ / ₁	3 ²⁰ / ₃	2 ²¹ / ₃	3 ²² / ₃	4 ²³ / ₇
3 ²⁴ / ₃	2 ²⁵ / ₂	1 ²⁶ / ₁	2 ²⁷ / ₂	3 ²⁸ / ₃	7 ²⁹ / ₇	4 ³⁰ / ₅

MAY						
SUN	MON	TUE	WED	THU	FRI	SAT
3 ¹ / ₄	1 ² / ₁	4 ³ / ₄	2 ⁴ / ₂	4 ⁵ / ₄	2 ⁶ / ₂	7 ⁷ / ₇
4 ⁸ / ₄	3 ⁹ / ₃	1 ¹⁰ / ₁	2 ¹¹ / ₂	2 ¹² / ₂	3 ¹³ / ₄	5 ¹⁴ / ₆
3 ¹⁵ / ₃	1 ¹⁶ / ₁	2 ¹⁷ / ₂	2 ¹⁸ / ₂	4 ¹⁹ / ₄	4 ²⁰ / ₄	4 ²¹ / ₄
5 ²² / ₅	1 ²³ / ₂	3 ²⁴ / ₃	3 ²⁵ / ₃	4 ²⁶ / ₄	4 ²⁷ / ₅	4 ²⁸ / ₅
5 ²⁹ / ₇	5 ³⁰ / ₅	2 ³¹ / ₂				

JUNE						
SUN	MON	TUE	WED	THU	FRI	SAT
			2 ¹ / ₂	2 ² / ₂	7 ³ / ₇	5 ⁴ / ₇
7 ⁵ / ₈	1 ⁶ / ₁	5 ⁷ / ₈	3 ⁸ / ₃	2 ⁹ / ₂	3 ¹⁰ / ₄	5 ¹¹ / ₅
5 ¹² / ₆	1 ¹³ / ₁	3 ¹⁴ / ₄	2 ¹⁵ / ₂	1 ¹⁶ / ₁	2 ¹⁷ / ₂	4 ¹⁸ / ₄
12 ¹⁹ / ₁₃	2 ²⁰ / ₄	5 ²¹ / ₆	1 ²² / ₁	0 ²³ / ₀	6 ²⁴ / ₇	3 ²⁵ / ₃
5 ²⁶ / ₆	2 ²⁷ / ₂	3 ²⁸ / ₃	7 ²⁹ / ₉	7 ³⁰ / ₁₀		

JULY						
SUN	MON	TUE	WED	THU	FRI	SAT
					4 ¹ / ₄	3 ² / ₃
5 ³ / ₅	7 ⁴ / ₇	5 ⁵ / ₈	2 ⁶ / ₄	3 ⁷ / ₄	4 ⁸ / ₄	5 ⁹ / ₁₀
1 ¹⁰ / ₁	5 ¹¹ / ₅	2 ¹² / ₂	8 ¹³ / ₉	2 ¹⁴ / ₂	4 ¹⁵ / ₄	9 ¹⁶ / ₉
5 ¹⁷ / ₅	6 ¹⁸ / ₆	1 ¹⁹ / ₁	4 ²⁰ / ₄	7 ²¹ / ₇	7 ²² / ₉	6 ²³ / ₉
7 ²⁴ / ₈	4 ²⁵ / ₄	2 ²⁶ / ₂	0 ²⁷ / ₀	0 ²⁸ / ₀	5 ²⁹ / ₆	7 ³⁰ / ₈
7 ³¹ / ₈						

AUGUST						
SUN	MON	TUE	WED	THU	FRI	SAT
	3 ¹ / ₃	1 ² / ₁	6 ³ / ₆	3 ⁴ / ₅	6 ⁵ / ₈	4 ⁶ / ₅
7 ⁷ / ₈	8 ⁸ / ₁₀	4 ⁹ / ₅	4 ¹⁰ / ₄	4 ¹¹ / ₄	3 ¹² / ₃	5 ¹³ / ₅
2 ¹⁴ / ₂	5 ¹⁵ / ₅	3 ¹⁶ / ₃	1 ¹⁷ / ₁	5 ¹⁸ / ₅	3 ¹⁹ / ₃	7 ²⁰ / ₈
4 ²¹ / ₄	6 ²² / ₇	3 ²³ / ₃	3 ²⁴ / ₃	3 ²⁵ / ₃	8 ²⁶ / ₉	8 ²⁷ / ₉
5 ²⁸ / ₇	5 ²⁹ / ₆	5 ³⁰ / ₅	2 ³¹ / ₃			

SEPTEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
				2 ¹ / ₂	5 ² / ₇	7 ³ / ₈
3 ⁴ / ₃	4 ⁵ / ₄	7 ⁶ / ₁₀	0 ⁷ / ₀	1 ⁸ / ₁	2 ⁹ / ₂	7 ¹⁰ / ₈
9 ¹¹ / ₁₂	2 ¹² / ₂	1 ¹³ / ₁	3 ¹⁴ / ₃	3 ¹⁵ / ₄	5 ¹⁶ / ₇	8 ¹⁷ / ₈
3 ¹⁸ / ₃	4 ¹⁹ / ₄	0 ²⁰ / ₀	1 ²¹ / ₁	1 ²² / ₁	5 ²³ / ₁₀	5 ²⁴ / ₅
4 ²⁵ / ₄	0 ²⁶ / ₀	8 ²⁷ / ₁₀	4 ²⁸ / ₄	3 ²⁹ / ₄	7 ³⁰ / ₇	

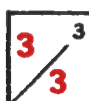
OCTOBER						
SUN	MON	TUE	WED	THU	FRI	SAT
						8 ¹ / ₁₀
8 ² / ₈	4 ³ / ₆	5 ⁴ / ₅	1 ⁵ / ₁	0 ⁶ / ₀	3 ⁷ / ₄	9 ⁸ / ₁₄
3 ⁹ / ₃	3 ¹⁰ / ₃	2 ¹¹ / ₃	1 ¹² / ₁	5 ¹³ / ₉	4 ¹⁴ / ₄	5 ¹⁵ / ₆
7 ¹⁶ / ₇	2 ¹⁷ / ₂	4 ¹⁸ / ₆	6 ¹⁹ / ₇	4 ²⁰ / ₄	6 ²¹ / ₇	9 ²² / ₉
6 ²³ / ₆	3 ²⁴ / ₃	3 ²⁵ / ₄	3 ²⁶ / ₄	5 ²⁷ / ₆	5 ²⁸ / ₅	5 ²⁹ / ₇
14 ³⁰ / ₂₄	5 ³¹ / ₇					

NOVEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
		2 ¹ / ₂	4 ² / ₄	2 ³ / ₂	5 ⁴ / ₈	9 ⁵ / ₁₀
2 ⁶ / ₂	5 ⁷ / ₅	5 ⁸ / ₅	2 ⁹ / ₂	3 ¹⁰ / ₃	3 ¹¹ / ₃	4 ¹² / ₆
4 ¹³ / ₆	5 ¹⁴ / ₅	2 ¹⁵ / ₂	6 ¹⁶ / ₇	2 ¹⁷ / ₂	1 ¹⁸ / ₁	8 ¹⁹ / ₁₀
7 ²⁰ / ₁₂	4 ²¹ / ₅	7 ²² / ₇	3 ²³ / ₃	5 ²⁴ / ₅	5 ²⁵ / ₅	11 ²⁶ / ₁₃
6 ²⁷ / ₆	2 ²⁸ / ₂	3 ²⁹ / ₃	5 ³⁰ / ₅			

DECEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
				3 ¹ / ₃	1 ² / ₁	6 ³ / ₆
6 ⁴ / ₈	2 ⁵ / ₂	5 ⁶ / ₅	3 ⁷ / ₃	3 ⁸ / ₃	8 ⁹ / ₈	4 ¹⁰ / ₅
2 ¹¹ / ₂	0 ¹² / ₀	2 ¹³ / ₂	2 ¹⁴ / ₂	4 ¹⁵ / ₄	4 ¹⁶ / ₄	4 ¹⁷ / ₄
4 ¹⁸ / ₄	5 ¹⁹ / ₅	4 ²⁰ / ₄	7 ²¹ / ₇	4 ²² / ₄	21 ²³ / ₂₄	9 ²⁴ / ₉
2 ²⁵ / ₃	7 ²⁶ / ₉	3 ²⁷ / ₃	1 ²⁸ / ₁	1 ²⁹ / ₁	6 ³⁰ / ₈	8 ³¹ / ₉

Figure 4

Fatal Accidents



Date

Deaths

traffic deaths in 1960 - pedestrian 302, or 19 per cent, collisions between vehicles 719, or 45 per cent, and ran off roadway 369, or 23 per cent.

Other types of accidents causing most of the remaining deaths included collision with railroad train 70, or 4 per cent, collision with bicycle 31, or 2 per cent, and collision with fixed objects 85, or 5 per cent.

All types of accidents mentioned in the foregoing showed an increase in deaths in 1960 over 1959, but there were substantial differences in the number and percentage changes by type as well as according to rural-urban location. These changes are shown on pages 18 and 19.

DRIVERS

About one out of 5 drivers was involved in a motor vehicle traffic accident during 1960. Most such accidents have several causes, direct and indirect, but special studies indicate that driver failure is the primary cause.

Again as in previous years, one or more drivers were reported to be violating the law in 8 out of 10 fatal accidents. Those violations most commonly reported, 89 per cent of the total, are listed below and the percentage distribution shown is about the same as in other years:

1. Excessive speed	44%
2. Wrong side of road - not passing	12%
3. Disregard of traffic controls	9%
4. Failure to grant right of way	8%
5. Driving under the influence of alcohol	7%
6. Improper passing	5%
7. Improper turning	4%

Other driver conditions known to contribute to accidents include faulty attitudes toward compliance with the law and responsibility to drive safely, inadequate knowledge, lack of skill, inattention, emotional disturbances, and physical deficiencies.

For percentage distribution of reported violations in rural and urban areas, see figure 5, page 15.

Contrary to popular opinion, most accidents are caused by ordinary everyday drivers who stay out of trouble most of the time, but sooner or later become involved because of driver error and the combination of circumstances at a given place and time.

Some drivers do have much worse records than ordinary drivers, but those with unusually bad records represent a small percentage of the driving population and account for only a small percentage of the accidents. Then, too, there are many GOOD drivers, professional and other, who have much better records than ordinary drivers and rarely become involved in accidents.

The records of these GOOD drivers provide substantial evidence that accidents can be greatly reduced if more drivers would -

1. Have the proper attitude toward their driving responsibilities and resolve not to have an accident,
2. Acquire the knowledge and skill necessary to drive safely,
3. Make it a habit to observe the law and recognized safe driving practices,

DRIVER VIOLATIONS IN FATAL ACCIDENTS - 1960 -

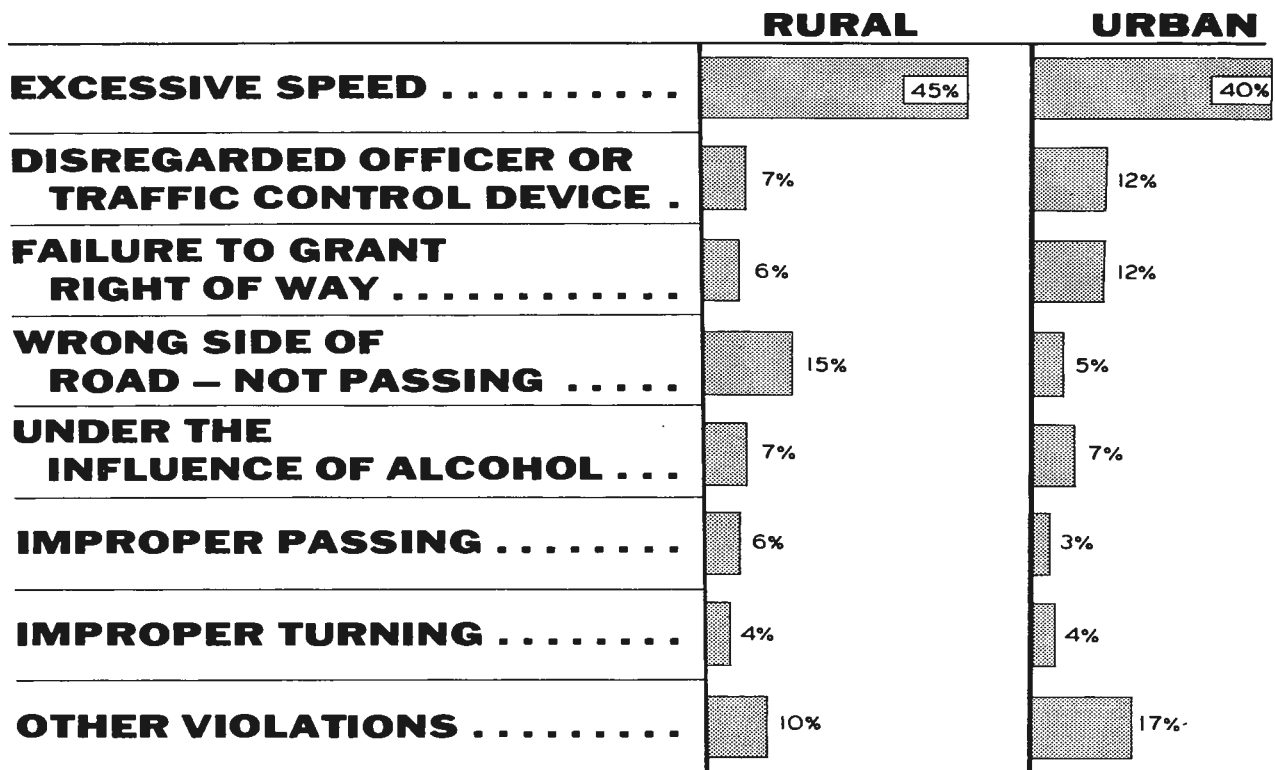


Figure 5

4. Keep physically fit, emotions under control, and mentally alert while driving,
5. Be sure motor vehicle is in safe operating condition,
6. Guard against the mistakes of other drivers and maintain adequate safety margins required to compensate for such mistakes.
7. Share the roadway considerably with other drivers and pedestrians.

Age groups showing the greatest increases in fatal accident involvement in 1960 over 1959 included those 18 and 19 years, up 40, or 39 per cent; those 20-24 years, up 45, or 15 per cent; and those 65-74, up 21, or 22 per cent. Young drivers, 18-24 years, actually accounted for nearly two-thirds, or 65 per cent of the increased involvement in fatal accidents during 1960. The significance of these changes is not known since current information is not available on the percentage of drivers involved in the various age groups or the amount of driving done by such groups.

More than 9 out of 10 drivers, or nearly 94 per cent of those involved in fatal accidents, were Michigan residents as were a slightly higher percentage of those involved in rural fatal and injury accidents. Most of the other drivers involved in Michigan accidents were residents of adjoining states and Canada.

Trend information on the violations of drivers in fatal accidents 1956 to 1960 is summarized on page 40 and similar information on the age distribution of drivers in fatal accidents may be found on page 41.

PEDESTRIANS

Pedestrian deaths in 1960 totaled 302, up 4, or about 1 per cent, over

1959. Despite this increase, only one year, 1959, had fewer pedestrian deaths during the 30 year period of 1931 through 1960 and pedestrian deaths in 1960 accounted for the smallest percentage of the total deaths on record.

According to available records the high year for pedestrian deaths was in 1937, with 825. Between 1937 and 1960, pedestrian deaths were reduced 523, or 63 per cent, while exposure factors increased sharply - motor vehicle registrations up 121 per cent, and estimated vehicle miles of travel up 132 per cent. Then, too, Michigan's population increased 49 per cent between 1940 and 1960. Another indication of progress achieved in saving pedestrian lives is that while there were 11.6 pedestrians killed per 100 thousand population in 1940, this rate dropped to 3.9 in 1960.

In 1960, pedestrian deaths represented 10.5 per cent of the rural deaths, 37.3 per cent of the urban deaths, and 18.9 per cent of the state-wide total. In 1937, pedestrians accounted for 37.9 per cent of the total deaths.

Seven out of 10, or 70 per cent, of the pedestrians killed in 1960 were either violating the law or walking unsafely at the time. This was about the same ratio as in 1959 and there was little change in the most common actions contributing to the deaths:

1. Crossing between intersections, including stepping from behind parked cars,
2. Crossing at intersection in disregard of signal, diagonally, etc.,
3. Walking in roadway,
4. Playing, standing, or working in roadway.

Small children, those 0-4 years, had a sharp increase in pedestrian deaths in 1960 over 1959, up 17, or 65 per cent, 43 compared with 26. Other groupings fluctuated considerably with some showing increases and others decreases. However, children under 15 years accounted for 104, or 34 per cent of the total while persons 55 years and over accounted for 129, or 43 per cent. Of special interest is the fact that based on the number of pedestrians killed per 100,000 population the older age groups show the greatest reductions, nearly 50 per cent, between 1950 and 1960. Nevertheless, children and older persons still account for about 3 out of 4 of the pedestrian deaths.

Information on pedestrian actions for the years 1956-1960 is shown on page 41 and the age distribution of pedestrians killed for the same years is shown on page 42.

VEHICLE DEFECTS

It is difficult for investigating officers to determine the condition of vehicles prior to being damaged in accidents. Consequently, it is doubtful if reported information on vehicle defects indicates the full extent of the problem.

In 1960, 37 defects were reported for the 2,021 vehicles involved in fatal accidents - 17 for brakes, 6 for lights, 2 for steering, 8 for tires, and 4 for others. There also were 1,058 defects reported for the 34,257 vehicles involved in rural fatal and injury accidents.

Thus, only 2 to 3 per cent of the vehicles referred to in the foregoing were reported to have vehicle defects. It also should be kept in mind that a vehicle defect was reported does not necessarily mean that it contributed to an accident, merely that it was present.

ROADWAY DEFECTS AND CONDITIONS

Some of the most common highway defects reported at locations of accidents included road surface slippery when wet, defective shoulders, holes, deep ruts, bumps, etc., and loose material on surface. These and other defects were reported in about 5 per cent of the fatal accidents and in 7 per cent of the rural fatal and injury accidents.

These, like vehicle defects, merely indicate that a highway defect was present at the scene of the accident, not that it necessarily contributed to the accident. It is likely, however, that if we had complete information on highway defects which are a factor in accidents that the number would be considerably greater than now reported.

Most fatal accidents occur when the road surface is dry, 72 per cent of the total. The road surface was wet when 18 per cent of them occurred and snowy or icy in about 9 per cent.

As might be expected, most fatal accidents, 943, or 83 per cent, occurred on straight roads (770, or 17 per cent, on the level and 173, or 15 per cent, on grade or hillcrest), while 187, or 17 per cent, occurred on curves of various degrees.

PAST AND FUTURE

There were 16,835 persons killed and 608,931 injured in 1,880,275 reported accidents in Michigan during the 10 year period of 1951 through 1960. These accidents cost an estimated \$2,140,000,000 to say nothing of the suffering, sorrow and broken homes caused by them.

Most of the accidents and resulting casualties could have been prevented by greater care on the part of drivers and pedestrians. Yet, the sharp increases in exposure factors have greatly increased the chances for accidents in recent years. Between 1950 and 1960, Michigan's population increased 23 per cent, licensed drivers 42 per cent, motor vehicle registrations 37 per cent, and travel mileage 48 per cent.

When the exposure factors are related to the actual number of deaths which occurred in 1950 and in 1960 the resulting rates give some measure of progress which has been made. Between 1950 and 1960, the death rate per 100 million vehicle miles was reduced 33 per cent, from 7.5 to 5.0; the death rate per 10,000 registered vehicles was reduced 27 per cent, from 6.6 to 4.8; and the death rate per 100,000 population was reduced 19 per cent, from 25 to 20. Then, too, there actually were 9 fewer persons killed in 1960 than in 1950, 1,596 compared with 1,605, despite the sharp increases in exposure factors during the intervening years.

While the rate improvements between 1950 and 1960 are encouraging, the increase in deaths and mileage death rates in 1959 and in 1960 indicate that the current means and efforts to prevent accidents are failing to keep pace with ever expanding traffic demands.

Michigan's greatly accelerated highway construction and improvement program is helping to compensate for the increased exposure by eliminating or minimizing many of our present driving hazards, but other means of accident prevention must nevertheless be augmented, if accidents are to be reduced to reasonable minimums.

MOTOR VEHICLE TRAFFIC ACCIDENTS IN MICHIGAN 1960 COMPOSITE SUMMARY

STATE-WIDE

TYPE OF ACCIDENT	NO. OF ACCIDENTS				NO. OF PERSONS					COMPARATIVE TOTALS							
	All Accidents	Fatal	Non-Fatal	Property Damage	Killed	Injured*			1959 - 1960 Fatality Change	This Year to Date			Same Period Last Year			Change Cumula. Death Record	
						Total	a	b		c	All Accidents	Persons Killed	Persons Injured	All Accidents	Persons Killed		Persons Injured
1. Pedestrian	6093	292	5587	214	296	5828	2185	2443	1200	+2	6094	296	5828	6021	294	5954	+1 %
2. Other motor vehicle ..	172648	568	39154	132926	719	67011	16500	19039	31472	+76	172647	719	67011	163552	643	43834	+12 %
3. Railroad train	551	54	217	280	70	328	166	94	68	+11	551	70	328	466	59	212	+19 %
4. Street car	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 %
5. Animal-drawn vehicle ..	12	0	2	10	0	4	0	4	0	0	12	0	4	8	0	2	0 %
6. Bicycle	2307	31	1775	501	31	1859	515	1020	324	+7	2307	31	1859	2206	24	1789	+29 %
7. Animal	1512	0	109	1403	0	161	74	58	29	-2	1512	0	161	1204	2	115	-100 %
8. Fixed object	5526	79	1816	3631	85	2458	1220	808	430	+14	5526	85	2458	7924	71	3305	+20 %
9. Other object	421	3	38	380	7	59	26	22	11	+7	421	7	59	277	0	59	+ %
10. Overturned in roadway ..	513	2	307	204	2	389	161	140	88	-7	513	2	389	606	9	396	-78 %
11. Ran off roadway	19354	324	8384	10646	369	12289	5825	4226	2238	+16	19354	369	12289	15536	353	8518	+5 %
12. Other non-collision	787	17	591	179	17	640	268	242	130	-1	787	17	640	971	18	689	-6 %
Total - all locations	209724	1370	57980	150374	1596	91026	26940	28096	35990	+123	209724	1596	91026	198771	1473	64873	+8 %

RURAL

1. Pedestrian	896	109	772	15	111	813	411	321	81	+9	897	111	813	899	102	836	+9 %
2. Other motor vehicle ..	36927	402	11397	25128	537	22996	7717	7374	7905	+22	36926	537	22996	34324	515	16604	+4 %
3. Railroad train	247	41	104	102	53	181	104	47	30	+8	247	53	181	185	45	92	+18 %
4. Street car	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 %
5. Animal-drawn vehicle ..	5	0	1	4	0	3	0	3	0	0	5	0	3	2	0	0	0 %
6. Bicycle	509	22	416	71	22	442	177	220	45	+5	509	22	442	459	17	402	+29 %
7. Animal	1487	0	103	1384	0	154	71	56	27	-2	1487	0	154	1176	2	105	-100 %
8. Fixed object	379	71	87	221	77	117	44	54	19	+9	379	77	117	2843	68	1365	+13 %
9. Other object	167	3	1	163	7	11	9	2	0	+7	167	7	11	167	0	37	+ %
10. Overturned in roadway ..	365	2	203	160	2	267	117	90	60	-3	365	2	267	440	5	264	-60 %
11. Ran off roadway	15411	235	6916	8260	274	10238	4824	3534	1880	+7	15411	274	10238	12070	267	6964	+3 %
12. Other non-collision	304	12	222	70	12	248	132	91	25	-4	304	12	248	347	16	204	-25 %
Total - rural	56697	897	20222	35578	1095	35470	13606	11792	10072	+58	56697	1095	35470	52912	1037	26873	+6 %

LOCATION																		
1. State highway	27928	483	9862	17583	607	18398	6747	5861	5790		+14	27928	607	18398	26572	593	14018	+2 %
2. County and local road	28769	414	10360	17995	488	17072	6859	5931	4282		+44	28769	488	17072	26340	444	12855	+10 %
3.																		%
4.																		%
Total - rural	56697	897	20222	35578	1095	35470	13606	11792	10072		+58	56697	1095	35470	52912	1037	26873	+6 %

URBAN

1. Pedestrian	5197	183	4815	199	185	5015	1774	2122	1119		-7	5197	185	5015	5122	192	5118	-4 %
2. Other motor vehicle	135721	166	27757	107798	182	44015	8783	11665	23567		+54	135721	182	44015	129228	128	27230	+42 %
3. Railroad train	304	13	113	178	17	147	62	47	38		+3	304	17	147	281	14	120	+21 %
4. Street car	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0 %
5. Animal-drawn vehicle	7	0	1	6	0	1	0	1	0		0	7	0	1	6	0	2	0 %
6. Bicycle	1798	9	1359	430	9	1417	338	800	279		+2	1798	9	1417	1747	7	1387	+29 %
7. Animal	25	0	6	19	0	7	3	2	2		0	25	0	7	28	0	10	0 %
8. Fixed object	5147	8	1729	3410	8	2341	1176	754	411		+5	5147	8	2341	5081	3	1940	+167 %
9. Other object	254	0	37	217	0	48	17	20	11		0	254	0	48	110	0	22	0 %
10. Overtaken in roadway	148	0	104	44	0	122	44	50	28		-4	148	0	122	166	4	132	-100 %
11. Ran off roadway	3943	89	1468	2386	95	2051	1001	692	358		+9	3943	95	2051	3466	86	1554	+10 %
12. Other non-collision	483	5	369	109	5	392	136	151	105		+3	483	5	392	624	2	485	+150 %
Total - urban	153027	473	37758	114796	501	55556	13334	16304	25918		+65	153027	501	55556	145859	436	38000	+15 %
LOCATION																		
1. 2,500 to 5,000 pop.	3634	25	829	2780	28	1265	417	421	427		+15	3634	28	1265	3276	13	919	+115 %
2. 5,000 to 10,000 pop.	6949	28	1812	5109	30	2704	730	897	1077		+5	6949	30	2704	6888	25	1973	+20 %
3. 10,000 to 20,000 pop.	15573	49	4337	11187	55	6485	1705	2166	2614		+5	15573	55	6485	15493	50	4640	+10 %
4. 20,000 and Over	126871	371	30780	95720	388	45102	10482	12820	21800		+40	126871	388	45102	120202	348	30468	+11 %
5.																		%
Total - urban	153027	473	37758	114796	501	55556	13334	16304	25918		+65	153027	501	55556	145859	436	38000	+15 %

TOTALS	This Month	Same Month Last Year	Percent Change	This Year To Date	Same Period Last Year	Percent Change
Accidents			%	209724	198771	+6 %
Deaths			%	1596	1473	+8 %
Injuries			%	91026	64873	+40 %

CUMULATIVE MILEAGE DEATH RATES	This Year	Last Year	Percent Change
1. Motor vehicle traffic deaths	1596	1473	+8 %
2. Estimated motor vehicle mileage traveled (millions)	31761.1	30679.0	+4 %
3. Death rate per 100,000,000 vehicle-miles	5.0	4.8	+4 %

*Injuries are classified as follows - a. Bleeding wound, distorted member, or any condition that required victim be carried from the scene. b. Other visible injuries such as bruises, abrasions, swelling, limping, or other painful movement. c. Complaint of pain, without visible signs of injury; or momentary unconsciousness.

REMARKS: Data relating to collision with fixed object and ran off roadway type accidents for 1960 and 1959 involving property damage and non-fatal injury in the statewide and rural sections are not comparable because of differences in definitions used to code such accidents.

More general use of the "C" injury classification in 1960 resulted in 35,990 injuries of this type, or 9,837 more than the net increase of 26,153 injuries over 1959.

The above accident data are based on individual reports and summaries furnished by the various police and sheriffs' departments.

MOTOR VEHICLE TRAFFIC ACCIDENTS IN MICHIGAN

All Reported ... Year 1960

TABLE A-IMPORTANT CIRCUMSTANCES and CONDITIONS
(Percentages computed on stated items, only)

1. ALL TYPES OF ACCIDENTS

	FATAL ACCIDENTS			FATAL and INJURY ACCIDENTS	
	Statewide	Rural	Urban	Rural	Urban*
1 Driver violated, including drinking	80%	85%	69%	87%	85%
2 Driver defects, excluding drinking	4%	5%	3%	4%	3%
3 Driver vision obscured (highway)	10%	9%	12%	7%	8%
4 Vehicle defects	3%	3%	3%	4%	3%
5 Pedestrian violated or acted unsafely**	70%	65%	72%	70%	67%
6 Pedestrian defects, excluding drinking**	5%	7%	5%	3%	3%
7 Road defects	5%	5%	3%	7%	4%
8 Night	51%	48%	58%	40%	33%
9 Weather - rainy, snowy, etc.	16%	17%	13%	21%	20%
10 Road - wet, icy, snowy, etc.	28%	27%	28%	36%	38%
11 At intersection	28%	23%	39%	32%	50%
12 Road curved	17%	21%	8%	16%	5%
13 Road on grade or hill	21%	27%	9%	24%	9%
14 Two or more car collisions	41%	45%	35%	56%	68%
15 Pedestrian accidents	21%	12%	39%	4%	12%
16 Urban accidents	35%	-	-	-	-
17 Rural accidents	65%	-	-	-	-
18 State highway	-	54%	-	49%	-
19 County and local road	-	46%	-	51%	-

Note - Percentages for items 2 and 4 relate to number of drivers, percentages for other items relate to number of accidents.

*Data from cities 2,500 to 20,000 population.

**Pedestrian accidents, only.

TABLE B, - AGE and SEX of PERSONS KILLED and INJURED

1. PERSONS KILLED (STATEWIDE)

AGE GROUP	ALL PERSONS			PEDESTRIANS			BICYCLISTS		
	Total	Male	Female	Total	Male	Female	Total	Male	Female
0 - 4 years	73	44	29	43	23	20	0	0	0
5 - 9 years	73	50	23	42	34	8	12	9	3
10 - 14 years	54	39	15	19	14	5	15	14	1
15 - 19 years	172	125	47	8	5	3	3	3	0
20 - 24 years	174	147	27	7	7	0	0	0	0
25 - 34 years	232	184	48	12	10	2	0	0	0
35 - 44 years	198	141	57	20	12	8	0	0	0
45 - 54 years	177	117	60	18	12	6	0	0	0
55 - 64 years	179	116	63	41	29	12	3	3	0
65 - 74 years	157	106	51	49	44	5	0	0	0
75 years and over	96	60	36	39	28	11	0	0	0
Not stated	11	5	6	4	3	1	0	0	0
Total persons ..	1596	1134	462	302	221	81	33	29	4

TABLE B, - AGE and SEX of PERSONS KILLED and INJURED (Cont'd.)

2. PERSONS KILLED (RURAL)

AGE GROUP	ALL PERSONS			PEDESTRIANS			BICYCLISTS		
	Total	Male	Female	Total	Male	Female	Total	Male	Female
0 - 4 years	38	26	12	13	8	5	0	0	0
5 - 9 years	47	32	15	27	22	5	7	6	1
10 - 14 years	40	29	11	12	8	4	11	10	1
15 - 19 years	132	97	35	5	4	1	2	2	0
20 - 24 years	129	106	23	3	3	0	0	0	0
25 - 34 years	173	136	37	5	5	0	0	0	0
35 - 44 years	150	112	38	8	6	2	0	0	0
45 - 54 years	124	80	44	6	4	2	0	0	0
55 - 64 years	107	63	44	10	6	4	2	2	0
65 - 74 years	88	50	38	10	8	2	0	0	0
75 years and over	58	35	23	13	9	4	0	0	0
Not stated	9	5	4	3	3	0	0	0	0
Total persons..	1095	771	324	115	86	29	22	20	2

3. PERSONS KILLED (URBAN)

AGE GROUP	ALL PERSONS			PEDESTRIANS			BICYCLISTS		
	Total	Male	Female	Total	Male	Female	Total	Male	Female
0 - 4 years	35	18	17	30	15	15	0	0	0
5 - 9 years	26	18	8	15	12	3	5	3	2
10 - 14 years	14	10	4	7	6	1	4	4	0
15 - 19 years	40	28	12	3	1	2	1	1	0
20 - 24 years	45	41	4	4	4	0	0	0	0
25 - 34 years	59	48	11	7	5	2	0	0	0
35 - 44 years	48	29	19	12	6	6	0	0	0
45 - 54 years	53	37	16	12	8	4	0	0	0
55 - 64 years	72	53	19	31	23	8	1	1	0
65 - 74 years	69	56	13	39	36	3	0	0	0
75 years and over	38	25	13	26	19	7	0	0	0
Not stated	2	0	2	1	0	1	0	0	0
Total persons..	501	363	138	187	135	52	11	9	2

4. PERSONS INJURED (RURAL)

AGE GROUP	ALL PERSONS			PEDESTRIANS			BICYCLISTS		
	Total	Male	Female	Total	Male	Female	Total	Male	Female
0 - 4 years	1375	722	653	135	79	56	2	2	0
5 - 9 years	1660	916	744	291	203	88	171	134	37
10 - 14 years	1821	983	838	127	78	49	207	171	36
15 - 19 years	6328	3867	2461	72	48	24	39	33	6
20 - 24 years	5186	3572	1614	40	30	10	3	1	2
25 - 34 years	6021	3896	2125	44	37	7	2	2	0
35 - 44 years	4958	2888	2070	33	20	13	1	1	0
45 - 54 years	3566	1980	1586	34	25	9	2	2	0
55 - 64 years	2435	1302	1133	29	22	7	1	1	0
65 - 74 years	1281	663	618	24	17	7	1	1	0
75 years and over	490	291	199	15	6	9	1	1	0
Not stated.....	349	191	158	19	12	7	4	4	0
Total persons..	35470	21271	14199	863	577	286	434	353	81

TABLE B, AGE and SEX of PERSONS KILLED and INJURED (Cont'd.)

5. PERSONS INJURED (URBAN • 2,500 to 20,000 POPULATION)

AGE GROUP	ALL PERSONS			PEDESTRIANS			BICYCLISTS		
	Total	Male	Female	Total	Male	Female	Total	Male	Female
0 - 4 years -----	540	288	252	119	74	45	5	5	0
5 - 9 years -----	749	437	312	235	157	78	131	105	26
10 - 14 years -----	599	371	228	94	59	35	157	148	9
15 • 19 years-----	1591	865	726	60	40	20	25	21	4
20 • 24 years -----	1174	719	455	20	12	8	4	4	0
25 • 34 years -----	1749	1028	721	32	17	15	3	2	1
35 • 44 years -----	1502	730	772	28	20	8	1	0	1
45 • 54 years -----	1149	550	599	41	21	20	0	0	0
55 • 64 years -----	767	359	408	34	21	13	3	3	0
65 • 74 years -----	351	166	185	29	18	11	0	0	0
75 years and over -----	152	71	81	36	22	14	1	1	0
Not stated -----	131	54	77	19	8	11	6	6	0
Total persons--	10454	5638	4816	747	469	278	336	295	41

TABLE C, DIRECTIONAL ANALYSIS

1. PEDESTRIAN ACCIDENTS

FATAL ACCIDENTS	STATEWIDE			RURAL			URBAN		
	Total	At Inter-section	Not At Inter-section	Total	At Inter-section	Not At Inter-section	Total	At Inter-section	Not At Inter-section
Car going straight -----	275	59	216	106	12	94	169	47	122
Car turning right -----	4	2	2	1	0	1	3	2	1
Car turning left -----	5	5	0	0	0	0	5	5	0
Car backing -----	7	2	5	2	0	2	5	2	3
All others -----	1	0	1	0	0	0	1	0	1
Not stated -----	0	0	0	0	0	0	0	0	0
Total accidents	292	68	224	109	12	97	183	56	127

NON-FATAL INJURY ACCIDENTS

Car going straight -----	1323	261	1062	726	119	607	597	142	455
Car turning right -----	29	23	6	7	5	2	22	18	4
Car turning left -----	71	61	10	14	11	3	57	50	7
Car backing -----	37	5	32	16	2	14	21	3	18
All others -----	11	3	8	8	3	5	3	0	3
Not stated -----	1	0	1	1	0	1	0	0	0
Total accidents	1472	353	1119	772	140	632	700	213	487

2. TWO MOTOR VEHICLE ACCIDENTS, AT INTERSECTION

	FATAL ACCIDENTS			FATAL and ACCIDENTS	
	Statewide	Rural	Urban	Rural	Urban
Entering at angle -----	162	97	65	2552	1354
-- From same direction both going straight -----	6	3	3	228	145
- Same • one turn, one straight -----	14	11	3	969	400
-----	16	6	10	736	644
Same • one stopped -----	2	1	1	22	9
• Same • all others -----	5	3	2	94	23
From opposite direction • both going -----	33	23	10	762	368
-----	1	0	1	11	5
straight -----	0	0	0	1	2
-- Same • one left turn, one straight -----					

Same • all others -----					

Not stated -----	239	144	95	5375	2950

Data from cities 2,500 to 20,000 population.

TABLE C, - DIRECTIONAL ANALYSIS (Cont'd.)

3. TWO MOTOR VEHICLE ACCIDENTS, NOT AT INTERSECTION	FATAL ACCIDENTS			FATAL and INJURY ACCIDENTS	
	Statewide	Rural	Urban	Rural	Urban*
Going opposite direction - both moving	188	171	17	1531	187
Going same direction - both moving ..	52	39	13	1450	293
One car parked	44	14	30	546	487
One car stopped in traffic	9	3	6	1033	615
One car entering parked position	0	0	0	15	17
One car leaving parked position	1	1	0	99	41
One car entering alley or driveway....	27	26	1	1310	315
One car leaving alley or driveway....	8	4	4	427	136
All others	0	0	0	13	4
Not stated	0	0	0	0	0
Total accidents	329	258	71	6424	2095
4. ALL OTHER ACCIDENTS					
At Intersection -					
Collision with non-motor vehicle, train, bicycle, etc.	8	5	3	118	151
Collision with fixed object in roadway	8	7	1	22	9
Overtaken in roadway	1	1	0	43	11
Car left roadway	65	34	31	1151	308
Not At Intersection -					
Collision with non-motor vehicle, train, bicycle, etc.	76	57	19	468	212
Collision with fixed object in roadway	71	64	7	108	4
Overtaken in roadway	1	1	0	162	15
Car left roadway - at curve	108	86	22	1979	144
Same - straight road	151	115	36	4016	390
Fell from moving vehicle	15	10	5	203	32
All others	6	6	0	169	21
Not stated	0	0	0	0	0
Total accidents	510	386	124	8439	1297

TABLE D,-PEDESTRIAN ACTIONS and CONDITIONS

1. PEDESTRIAN ACTIONS, KILLED and INJURED (STATEWIDE, RURAL & URBAN)	PEDESTRIANS KILLED			PEDESTRIANS KILLED and INJURED	
	Statewide	Rural	Urban	Rural	Urban*
Crossing at intersection - with signal..	7	0	7	17	57
Same - against signal	13	0	13	14	37
Same - no signal	42	12	30	105	151
Same - diagonally	5	0	5	7	13
Crossing not at intersection	141	52	89	410	331
Same - front, rear, or between parked cars	22	7	15	98	155
Getting on or off vehicle	3	0	3	17	18
Walking in roadway - with traffic	13	10	3	70	25
Same - against traffic	8	8	0	36	7
Standing in roadway	7	2	5	44	30
Pushing or working on vehicle	8	4	4	29	18
Other working in roadway	5	4	1	18	8
Playing in roadway	9	4	5	45	36
Other in roadway	6	5	1	10	11
Not in roadway	13	7	6	56	37
Not stated	0	0	0	2	0
Total pedestrians	302	115	187	978	934

*Data from cities 2,500 to 20,000 population.

TABLE D, - PEDESTRIAN ACTIONS and CONDITIONS (Cont'd.)

PEDESTRIANS KILLED BY AGE GROUPING

2. PEDESTRIAN ACTIONS BY AGE, KILLED (STATEWIDE)	Total Killed	PEDESTRIANS KILLED BY AGE GROUPING								Not Stated
		0-4	5-9	10-14	15-19	20-24	25-44	45-64	65 & Older	
Crossing at intersection - with signal	7	0	0	0	0	0	0	1	6	0
Same - against signal.....	13	0	3	0	0	0	1	5	4	0
Same - no signal.....	42	4	4	1	0	0	3	8	22	0
Same - diagonally.....	5	1	0	0	0	0	1	1	2	0
Crossing not at intersection.....	141	16	25	10	2	2	12	33	40	1
Same - front, rear, or between parked cars..	22	14	5	1	0	0	0	0	2	0
Getting on or off vehicle	3	0	0	1	0	0	1	0	1	0
Walking in roadway - with traffic	13	0	0	2	1	1	2	4	3	0
Same - against traffic	8	0	0	0	1	1	0	1	4	1
Standing in roadway	7	0	0	0	0	0	3	2	1	1
Pushing or working on vehicle..	8	0	0	2	0	1	2	3	0	0
Other working in roadway	5	0	0	0	0	1	2	1	1	0
Playing in roadway	9	4	4	1	0	0	0	0	0	0
Other in roadway	6	0	0	1	1	1	2	0	0	1
Not in roadway	13	4	1	0	3	0	3	0	2	0
Not stated	0	0	0	0	0	0	0	0	0	0
Total pedestrians	302	43	42	19	8	7	32	59	88	4

PEDESTRIANS KILLED and INJURED BY AGE GROUPING

3. PEDESTRIAN ACTIONS BY AGE, KILLED and INJURED (RURAL)	Killed Only	Killed, Injured	PEDESTRIANS KILLED and INJURED BY AGE GROUPING								Not Stated
			0-4	5-9	10-14	15-19	20-24	25-44	45-64	65 & Older	
Crossing at intersection with signal.....	0	17	0	5	4	2	1	2	1	2	0
Same - against signal.....	0	14	1	4	2	3	2	1	0	1	0
Same - no signal	12	105	9	43	18	6	1	5	9	14	0
Same - diagonally	0	7	2	3	0	0	0	0	0	1	1
Crossing not at intersection	52	410	82	170	55	17	9	23	27	23	4
Same - front, rear, or between parked cars	7	98	27	49	9	4	0	1	4	3	1
Getting on or off vehicle	0	17	0	0	5	2	0	7	1	1	1
Walking in roadway - with traffic	10	70	1	5	19	16	5	8	8	3	5
Same - against traffic	8	36	0	8	7	5	1	1	5	7	2
Standing in roadway	2	44	3	3	5	7	6	10	8	1	1
Pushing or working on vehicle	4	29	0	0	2	3	5	13	5	0	1
Other working in roadway	4	18	0	0	0	0	4	8	3	2	1
Playing in roadway.....	4	45	15	23	5	1	0	0	0	0	1
Other in roadway.....	5	10	0	0	1	1	3	4	0	0	1
Not in roadway	7	56	7	4	7	10	6	7	8	4	3
Not stated	0	2	1	1	0	0	0	0	0	0	0
Total pedestrians ..	115	978	148	318	139	77	43	90	79	62	22

4. PEDESTRIAN ACTIONS BY AGE, KILLED and INJURED (URBAN*)	Killed Only	Killed, Injured	0-4	5-9	10-14	15-19	20-24	25-44	45-64	65 & Older	Not Stated
Crossing at intersection with signal	3	53	0	10	2	0	1	5	15	17	3
Same - against signal.....	4	28	0	9	6	3	0	1	6	3	0
Same - no signal	5	126	10	39	14	9	2	11	17	19	5
Same - diagonally.....	1	9	2	5	0	0	1	0	0	1	0

*Data from cities 2,500 to 20,000 population.

(Continued on next page.)

TABLE E, - DRIVERS of MOTOR VEHICLES (Cont'd.)

1. AGE OF DRIVERS (Cont'd)	FATAL ACCIDENTS			FATAL and INJURY ACCIDENTS	
	Statewide	Rural	Urban	Rural	Urban*
75 years and Over	42	36	6	421	124
Not stated	24	16	8	365	108
Total drivers	2020	1360	660	34274	12412
2. SEX OF DRIVERS					
Male	1698	1149	549	27256	8991
Female	311	203	108	6835	3364
Not stated	11	8	3	183	57
Total drivers	2020	1360	660	34274	12412
3. RESIDENCE OF DRIVERS					
Michigan	1885	1250	635	32001	11886
Ohio	33	27	6	463	76
Illinois	14	10	4	290	65
Indiana	32	31	1	383	54
Wisconsin	10	8	2	94	49
Canada	9	7	2	145	42
All others	27	21	6	414	98
Not stated	10	6	4	484	142
Total drivers	2020	1360	660	34274	12412
4. LICENSE OF DRIVERS					
Licensed in state	1769	1167	602	31020	11631
Resident-no license	60	44	16	1192	293
Non-resident-licensed in other state	116	95	21	1501	315
Non-resident-no license	3	3	0	32	7
Not stated	72	51	21	529	166
Total drivers	2020	1360	660	34274	12412
5. SPEED OF DRIVERS					
Standing still	64	33	31	3811	2154
1 to 15 miles per hour	140	88	52	5380	2993
16 to 25 miles per hour	216	67	149	3866	3057
26 to 35 miles per hour	249	93	156	8881	1824
36 to 45 miles per hour	280	220	60	4787	580
46 to 50 miles per hour	188	153	35	2026	172
51 to 55 miles per hour	97	77	20	1067	50
56 to 65 miles per hour	144	132	12	1316	82
66 to 75 miles per hour	61	47	14	361	20
76 to 100 miles per hour	52	44	8	208	14
Over 100 miles per hour	7	7	0	25	8
Speed not stated	522	399	123	2546	1458
Total drivers	2020	1360	660	34274	12412
6. DRIVERS VIOLATIONS INDICATED					
Speed too fast	575	424	151	8654	1037
Failed to yield right of way	105	58	47	2319	1258
Drove left of center	163	143	20	1543	278
Improper overtaking	72	59	13	843	149
Passed stop sign	70	49	21	613	202
Disregarded traffic signal	43	18	25	395	278
Followed too closely	13	10	3	2483	1760
Made improper turn	51	37	14	1472	564
Improper or no signal	2	2	0	282	52
Improper parking location	13	7	6	234	43

*Data from cities 2,500 to 20,000 population.

(Continued on next page.)

TABLE E, - DRIVERS of MOTOR VEHICLES (Cont'd.)

6. DRIVERS VIOLATIONS INDICATED (Cont'd)	FATAL ACCIDENTS			FATAL and INJURY ACCIDENTS	
	Statewide	Rural	Urban	Rural	Urban*
Other improper driving	113	61	52	1913	861
Total violations	1220	868	352	20751	6482
Drivers-in violation	1087	765	322	19519	6343
Drivers-not in violation	824	518	306	14476	6007
Drivers-information not stated	109	77	32	279	62
Total drivers	2020	1360	660	34274	12412
Accidents-involving a violation	1017	711	306	18246	5973
Accidents-not involving a violation	259	122	137	2643	1057
Accidents-information not stated	94	64	30	230	50
Total accidents	1370	897	473	21119	7080
Accidents-drivers had been drinking	428	302	126	5584	1478
Accidents-drivers not drinking	858	558	300	Not	
Accidents-information not stated	84	37	47	Compiled	
Total accidents	1370	897	473		
Accidents-involving speed violations ..	569	419	150	8157	1025
Accidents-no speed violations	448	292	156	10089	4948
Accidents-without violation	259	122	137	2643	1057
Accidents-information not stated	94	64	30	230	50
Total accidents	1370	897	473	21119	7080
7. DRINKING CONDITION OF DRIVERS					
Had been drinking -					
Under the influence	98	70	28	1165	348
Not under the influence	89	55	34	2323	600
Influence not known	275	207	68	2763	688
Had not been drinking	1024	658	366	24924	9697
Not known if drinking	416	316	100	2233	705
Not stated	118	54	64	866	374
Total drivers	2020	1360	660	34274	12412
8. PHYSICAL CONDITION OF DRIVERS					
Ill	9	7	2	104	43
Fatigued	9	6	3	315	71
Asleep	22	18	4	562	95
Eyesight defective	7	4	3	76	18
Hearing defective	1	1	0	5	1
One or more extremities missing or defective	1	1	0	17	8
Other defects	1	1	0	130	56
Normal	1105	672	433	28181	10550
Condition not known or not stated	865	650	215	4884	1570
Total drivers	2020	1360	660	34274	12412

*Data from cities 2,500 to 20,000 population.

TABLE E, - DRIVERS of MOTOR VEHICLES (Cont'd.)

9. DRIVER VISION OBSTRUCTION <i>VEHICLE (Cont'd)</i>	FATAL ACCIDENTS			FATAL and INJURY ACCIDENTS	
	Statewide	Rural	Urban	Rural	Urban*
Rain, snow, frost, etc., on windshield.....	20	12	8	580	254
Windshield otherwise obstructed	1	0	1	18	4
Side or rear windows obstructed	1	0	1	6	5
Vision obstructed by load on vehicle.....	1	1	0	5	0
Other obstruction within vehicle	0	0	0	7	7
Total vision obstruction (vehicle)	23	13	10	616	270
Vision obstructed (vehicle)	23	13	10	616	270
Vision not obstructed (vehicle)	1619	1256	363	32367	11534
Vision obstruction not stated (vehicle)	378	91	287	1291	608
Total drivers	2020	1360	660	34274	12412
10. DRIVER VISION OBSTRUCTION (HIGHWAY)					
Trees, crops, bushes, etc.	29	23	6	320	57
Building	4	3	1	78	47
Fence	1	0	1	6	6
Embankment	9	6	3	94	15
Signs	0	0	0	7	1
Hillcrest	10	10	0	203	1
Parked cars	23	8	15	199	244
Other obstruction outside vehicle	30	23	7	512	152
Total vision obstruction (highway)	106	73	33	1419	523
Vision obstructed (highway)	106	73	33	1419	523
Vision not obstructed (highway)	1007	771	236	18990	6249
Vision obstruction not stated (highway)	257	53	204	710	308
Total accidents	1370	897	473	21119	7080

TABLE F,-MOTOR VEHICLES

1. TYPE OF MOTOR VEHICLE	FATAL ACCIDENTS			FATAL and INJURY ACCIDENTS	
	Statewide	Rural	Urban	Rural	Urban*
Passenger car	1778	1158	620	30582	11999
Passenger car and trailer	4	4	0	66	20
Passenger car and house trailer	0	0	0	11	6
Pickup or panel truck	81	57	24	1591	384
Truck	87	62	25	927	222
Truck and trailer	5	3	2	44	5
Truck-tractor	6	2	4	65	8
Truck-tractor and semi-trailer	68	50	18	724	90
Auto carrier	1	1	0	8	1
Saddle-mount or tow-bar driveways.....	0	0	0	8	0
Other combination	3	1	2	67	14
Farm tractor	13	13	0	116	4
Taxicab	3	0	3	12	21
Bus	12	4	8	49	18
School bus	2	2	0	72	14
Motorcycle	23	16	7	257	98
Scooter bike	3	2	1	136	94
Other	6	4	2	46	11

*Data from cities 2,500 to 20,000 population.

(Continued on next page.)

TABLE F, - MOTOR VEHICLES (Cont'd.)

1. TYPE OF MOTOR VEHICLE (Cont'd)	FATAL ACCIDENTS			FATAL and INJURY ACCIDENTS	
	Statewide	Rural	Urban	Rural	Urban*
Not stated	3	3	0	130	44
Total vehicles	2098	1382	716	34911	13053
Emergency vehicle	3	1	2	33	19
Military vehicle	0	0	0	18	2
Other publicly owned vehicle	25	13	12	239	56
2. CONDITION OF MOTOR VEHICLE					
Defective brakes	17	4	13	494	206
Defective lights	6	6	0	169	41
Defective steering	2	2	0	109	14
Defective tires	8	7	1	147	12
Other defects	4	2	2	139	49
Total defects	37	21	16	1058	322
Vehicle defective	37	21	16	1058	322
Vehicle not defective	1091	643	448	23634	9168
Vehicle defects not known or not stated	893	697	196	9565	2936
Total vehicles	2021	1361	660	34257	12426

TABLE G,-HIGHWAY

1. ROADWAY CHARACTER	FATAL ACCIDENTS			FATAL and INJURY ACCIDENTS	
	Statewide	Rural	Urban	Rural	Urban*
Straight road-level	770	428	342	10792	4526
Straight road-on grade	149	123	26	2576	356
Straight road-hillcrest	24	21	3	483	52
Curve or turn-level	123	98	25	1761	210
Curve or turn-on grade	57	51	6	837	58
Curve or turn-hillcrest	7	4	3	90	16
Not stated	240	172	68	4580	1862
Total accidents	1370	897	473	21119	7080
2. ROADWAY CONSTRUCTION					
Concrete	289	214	75	5348	2255
Blacktop	789	597	192	13221	4442
Gravel	87	77	10	2100	207
Dirt or sand	12	9	3	316	42
Other	4	0	4	22	75
Not stated	189	0	189	112	59
Total accidents	1370	897	473	21119	7080
3. ROADWAY SURFACE					
Dry	987	653	334	13350	4371
Wet	253	153	100	4701	1839
Snowy or icy	122	89	33	2946	817
Not stated	8	2	6	122	53
Total accidents	1370	897	473	21119	7080

*Data from cities 2,500 to 20,000 population.

TABLE G, - HIGHWAY (Cont'd.)

4. ROADWAY CONDITION	FATAL ACCIDENTS			FATAL and INJURY ACCIDENTS	
	Statewide	Rural	Urban	Rural	Urban*
Slippery when wet	19	16	3	598	98
Defective shoulders	16	15	1	278	27
Holes, deep ruts, bumps, etc.	8	4	4	261	48
Loose material on surface	8	3	5	153	45
Foreign material on surface.....	2	2	0	19	1
Road under construction	5	4	1	99	28
Obstruction not lighted (darkness)	0	0	0	4	0
Obstruction not signalled (daylight)	0	0	0	3	3
Flood, rockslide, etc.	0	0	0	5	1
Other defects	5	3	2	77	16
No defects	1307	850	457	19622	6813
Total accidents	1370	897	473	21119	7080
5. KIND OF LOCALITY					
Manufacturing or industrial	48	12	36	508	486
Shopping or business	269	92	177	4303	3088
Apartments	37	0	37	71	234
School or playground	24	10	14	318	297
One family homes	330	180	150	4967	2514
Farms, fields	463	446	17	7963	127
Not developed	173	147	26	2687	229
Not stated	26	10	16	302	105
Total accidents	1370	897	473	21119	7080
6. TRAFFIC CONTROLS					
Stop sign	151	100	51	2200	992
Stop and go signal	86	15	71	1538	1442
Officer or watchman	7	4	3	67	42
R.R. gates or signal	23	15	8	124	47
Special speed limit signs posted	166	118	48	3130	546
Other	89	82	7	1007	157
Control not functioning, inadequate or obscured	8	7	1	97	12
Total accidents	530	341	189	8163	3238
Accidents-with control present	530	341	189	8163	3238
Accidents-no control present	781	511	270	12384	3714
Accidents-control not stated	59	45	14	572	128
Total accidents	1370	897	473	21119	7080

TABLE H,-TIME and WEATHER

1. DAY OF WEEK	FATAL ACCIDENTS			FATAL and INJURY ACCIDENTS	
	Statewide	Rural	Urban	Rural	Urban*
Monday	160	109	51	2587	930
Tuesday	144	96	48	2354	904
Wednesday.....	136	87	49	2242	903
Thursday	146	90	56	2522	871
Friday	237	151	86	3254	1212
Saturday	303	204	99	4306	1328
Sunday	244	160	84	3854	932
Not stated	0	0	0	0	0
Total accidents	1370	897	473	21119	7080

*Data from cities 2,500 to 20,000 population.

TABLE H, - TIME and WEATHER (Cont'd.)

2. HOUR OF DAY	FATAL ACCIDENTS			FATAL and INJURY ACCIDENTS	
	Statewide	Rural	Urban	Rural	Urban*
12:00 - 12:59 a.m.	54	33	21	834	179
1:00 - 1:59	66	44	22	679	172
2:00 - 2:59	80	56	24	871	216
3:00 - 3:59	33	23	10	493	94
4:00 - 4:59	30	21	9	278	51
5:00 - 5:59	29	18	11	225	42
6:00 - 6:59	29	17	12	386	100
7:00 - 7:59	29	18	11	603	213
8:00 - 8:59	33	23	10	592	261
9:00 - 9:59	32	28	4	636	194
10:00 - 10:59	38	29	9	711	232
11:00 - 11:59	52	37	15	827	340
12:00 - 12:59 p.m.	41	31	10	813	401
1:00 - 1:59	41	30	11	876	333
2:00 - 2:59	68	51	17	1016	384
3:00 - 3:59	72	46	26	1465	634
4:00 - 4:59	83	57	26	1717	618
5:00 - 5:59	82	51	31	1650	628
6:00 - 6:59	76	45	31	1316	411
7:00 - 7:59	99	66	33	1340	437
8:00 - 8:59	81	48	33	1106	358
9:00 - 9:59	65	33	32	913	297
10:00 - 10:59	70	44	26	872	260
11:00 - 11:59	79	40	39	852	207
Not stated	8	8	0	48	18
Total accidents	1370	897	473	21119	7080

3. STATEWIDE FATAL ACCIDENTS

Hour Beginning	Total	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
12:00-12:59 a.m. ...	54	8	4	0	5	10	12	15
1:00- 1:59	66	8	4	6	4	13	13	18
2:00- 2:59	80	7	6	3	2	16	23	23
3:00- 3:59	33	1	0	1	3	6	10	12
4:00- 4:59	30	5	1	3	2	4	5	10
5:00- 5:59	27	2	3	3	3	2	6	10
6:00- 6:59	29	3	3	5	3	4	4	7
7:00- 7:59	29	3	7	3	4	7	2	3
8:00- 8:59	33	11	4	5	4	5	3	1
9:00- 9:59	32	6	4	2	5	2	8	5
10:00-10:59	38	3	8	5	4	7	7	4
11:00-11:59	52	5	8	5	5	9	9	11
12:00-12:59 p.m. ...	41	3	3	6	4	8	10	7
1:00- 1:59	42	8	2	4	7	4	10	6
2:00- 2:59	69	10	5	6	7	13	19	8
3:00- 3:59	72	8	7	10	12	15	16	4
4:00- 4:59	83	9	10	11	12	15	12	14
5:00- 5:59	82	9	8	15	12	9	19	10
6:00- 6:59	76	7	9	8	11	18	16	7
7:00- 7:59	99	12	11	7	10	22	19	18
8:00- 8:59	81	8	9	13	10	9	20	12
9:00- 9:59	65	10	10	3	9	10	12	11
10:00-10:59	70	8	12	5	5	12	20	8
11:00-11:59	79	4	5	7	3	16	26	18
Not Stated	8	2	1	0	0	1	2	2
Totals	1370	160	144	136	146	237	303	244

*Data from cities 2,500 to 20,000 population.

TABLE H, - TIME and WEATHER (Cont'd.)

4. LIGHT CONDITION	FATAL ACCIDENTS			FATAL and INJURY ACCIDENTS	
	Statewide	Rural	Urban	Rural	Urban*
Daylight	610	429	181	11657	4391
Dusk or dawn	55	39	16	976	323
Darkness	702	428	274	8438	2345
Not stated	3	1	2	48	21
Total accidents	1370	897	473	21119	7080
5. WEATHER					
Clear or cloudy	1144	738	406	16677	5582
Raining	107	73	34	2246	894
Snowing or sleet	76	52	24	1549	480
Fog	31	29	2	510	55
Other	1	1	0	19	4
Not stated	11	4	7	118	65
Total accidents	1370	897	473	21119	7080

TREND TABULATIONS

MOTOR VEHICLE TRAFFIC ACCIDENT AND RELATED DATA 1933 - 1960

Year	Deaths	Injuries	Accidents	Estimated Mileage (Millions)	Motor Vehicle Registrations*	Death Rate**
1933	1,278	-	-	8,430.0	1,083,057	15.2
1934	1,511	-	-	9,080.0	1,155,453	16.6
1935	1,676	-	-	9,980.0	1,246,690	16.8
1936	1,924	-	-	12,280.0	1,382,571	15.7
1937	2,175	31,141	92,230	13,668.0	1,514,960	15.9
1938	1,454	22,891	71,114	12,872.8	1,416,514	11.3
1939	1,580	28,465	91,965	14,062.7	1,482,485	11.2
1940	1,730	34,247	116,154	15,132.3	1,563,635	11.4
1941	2,133	40,708	133,236	17,043.5	1,717,449	12.5
1942	1,325	28,967	100,125	13,900.3	1,626,861	9.5
1943	992	21,988	71,450	10,530.0	1,542,798	9.4
1944	1,034	23,401	72,013	10,651.0	1,505,246	9.7
1945	1,150	27,755	83,160	11,915.6	1,483,466	9.7
POST WAR YEARS						
1946	1,470	34,479	110,531	16,191.1	1,619,541	9.1
1947	1,447	38,195	137,619	17,661.1	1,850,274	8.2
1948	1,512	40,892	140,172	19,069.2	2,030,685	7.9
1949	1,441	41,647	143,197	19,990.4	2,203,375	7.2
1950	1,605	45,734	161,750	21,494.5	2,439,593	7.5
1951	1,640	48,418	176,587	22,668.1	2,560,652	7.2
1952	1,736	49,119	160,829	23,093.1	2,586,834	7.5
1953	1,905	57,834	184,174	25,346.9	2,808,921	7.5
1954	1,793	56,444	185,534	26,041.2	2,889,740	6.9
1955	2,016	62,234	196,812	28,282.5	3,149,323	7.1
1956	1,746	61,158	197,995	28,429.3	3,174,704	6.1
1957	1,548	60,067	191,915	29,252.2	3,256,150	5.3
1958	1,382	57,767	177,934	29,319.1	3,157,441	4.7
1959	1,473	64,873	198,771	30,679.0	3,252,492	4.8
1960	1,596	91,026	209,724	31,761.1	3,341,698	5.0

* Excludes trailers and trailer coaches

** Deaths per 100-million miles of travel. All mileage estimates have been adjusted according to the factor and gallonage figures used by the National Safety Council.

URBAN - RURAL DISTRIBUTION OF TRAFFIC DEATHS 1939 - 1960

YEAR	NUMBER OF DEATHS				PERCENTAGE OF DEATHS			
	Urban	Rural	Rural Trunk-line	Rural County Road	Urban	Rural	Rural Trunk-line	Rural County Road
1939	591	989	516	473	37.4	62.6	32.7	29.9
1940	583	1,147	657	490	33.7	66.3	38.0	28.3
1941	727	1,406	863	543	34.1	65.9	40.5	25.4
1942	529	796	467	329	39.9	60.1	35.3	24.8
1943	475	517	298	219	47.9	52.1	30.0	22.1
1944	475	559	316	243	45.9	54.1	30.6	23.5
1945	527	623	336	287	45.8	54.2	29.2	25.0
1946	549	921	558	363	37.3	62.7	38.0	24.7
1947	535	912	608	304	37.0	63.0	42.0	21.0
1948	529	983	615	368	35.0	65.0	40.7	24.3
1949	467	974	609	365	32.4	67.6	42.3	25.3
1950	520	1,085	690	395	32.4	67.6	43.0	24.6
1951	532	1,108	746	362	32.4	67.6	45.5	22.1
1952	508	1,228	761	467	29.3	70.7	43.8	26.9
1953	529	1,376	873	503	27.8	72.2	45.8	26.4
1954	518	1,275	757	518	28.9	71.1	42.2	28.9
1955	504	1,512	897	615	25.0	75.0	44.5	30.5
1956	455	1,291	754	537	26.1	73.9	43.2	30.7
1957	451	1,097	616	481	29.1	70.9	39.8	31.1
1958	365	1,017	573	444	26.4	73.6	41.5	32.1
1959	436	1,037	593	444	29.6	70.4	40.3	30.1
1960	501	1,095	607	488	31.4	68.6	38.0	30.6

PERSONS KILLED BY TYPE OF ACCIDENT 1956 - 1960

TYPE OF ACCIDENT*		1956	1957	1958	1959	1960
Motor Vehicle With:	Pedestrian	327	326	295	294	296
	Other motor vehicle	776	643	544	643	719
	Railroad train	69	75	64	59	70
	Street car	0	0	0	0	0
	Animal-drawn vehicle	1	0	0	0	0
	Bicycle	23	25	25	24	31
	Animal	2	0	1	2	0
	Fixed object	76	77	63	70	92
	Overtuned in roadway	13	12	7	10	2
	Ran off roadway	444	374	364	353	369
Other non-collision	15	16	19	18	17	
Total*	1,746	1,548	1,382	1,473	1,596	

* Accidents are classified according to the first event which occurs on roadway or shoulder area.

STATEWIDE, RURAL AND URBAN TRAFFIC DEATHS By Month, Years 1956-1960

STATEWIDE	1956	1957	1958	1959	1960	TOTAL	
						Number	Percent
January.....	166	121	94	76	138	595	7.7
February.....	136	98	90	69	76	469	6.1
March.....	132	118	95	91	102	538	6.9
April.....	140	118	89	126	105	578	7.4
May.....	133	130	92	126	107	588	7.6
June.....	115	122	112	124	133	606	7.8
July.....	149	127	120	148	158	702	9.1
August.....	159	152	134	128	153	726	9.4
September.....	169	123	132	155	135	714	9.2
October.....	144	143	113	125	185	710	9.2
November.....	145	135	165	144	151	740	9.5
December.....	158	161	146	161	153	779	10.1
Total.....	1,746	1,548	1,382	1,473	1,596	7,745	100.0
RURAL							
January.....	114	83	69	52	93	411	7.4
February.....	97	61	56	49	49	312	5.6
March.....	95	77	72	62	62	368	6.7
April.....	96	87	54	90	57	384	6.9
May.....	95	98	63	87	72	415	7.5
June.....	81	78	75	85	97	416	7.5
July.....	118	96	94	112	119	539	9.7
August.....	124	119	115	100	114	572	10.3
September.....	139	90	102	114	96	541	9.8
October.....	111	102	88	88	134	523	9.5
November.....	116	99	129	96	100	540	9.8
December.....	105	107	100	102	102	516	9.3
Total.....	1,291	1,097	1,017	1,037	1,095	5,537	100.0
URBAN							
January.....	52	38	25	24	45	184	8.3
February.....	39	37	34	20	27	157	7.1
March.....	37	41	23	29	40	170	7.7
April.....	44	31	35	36	48	194	8.8
May.....	38	32	29	39	35	173	7.8
June.....	34	44	37	39	36	190	8.6
July.....	31	31	26	36	39	163	7.4
August.....	35	33	19	28	39	154	7.0
September.....	30	33	30	41	39	173	7.8
October.....	33	41	25	37	51	187	8.5
November.....	29	36	36	48	51	200	9.1
December.....	53	54	46	59	51	263	11.9
Total.....	455	451	365	436	501	2,208	100.0

STATEWIDE, RURAL AND URBAN NON-PEDESTRIAN DEATHS
By Month, Years 1956-1960

STATEWIDE	1956	1957	1958	1959	1960	TOTAL	
						Number	Percent
January	132	94	68	57	115	466	7.5
February	112	78	71	49	62	372	6.0
March	106	94	79	67	79	425	6.9
April	112	93	64	108	86	463	7.5
May	108	106	72	97	83	466	7.6
June	93	93	86	100	112	484	7.9
July	128	98	96	131	136	589	9.5
August	126	128	113	104	128	599	9.7
September	144	98	104	131	102	579	9.4
October	113	115	77	100	151	556	9.0
November	119	105	136	110	116	586	9.5
December	117	113	113	121	124	588	9.5
Total	1,410	1,215	1,079	1,175	1,294	6,173	100.0

RURAL

January	107	74	58	47	88	374	7.6
February	90	58	51	39	44	282	5.7
March	82	68	65	56	54	325	6.6
April	89	79	44	85	51	348	7.1
May	86	88	59	78	61	372	7.4
June	74	66	64	78	86	368	7.5
July	110	84	83	107	112	496	10.1
August	108	103	100	87	104	502	10.2
September	129	79	84	104	83	479	9.7
October	96	93	64	83	121	457	9.3
November	102	89	116	82	80	469	9.5
December	92	92	90	88	96	458	9.3
Total	1,165	973	878	934	980	4,930	100.0

URBAN

January	25	20	10	10	27	92	7.4
February	22	20	20	10	18	90	7.2
March	24	25	14	11	25	99	8.0
April	23	15	20	23	35	116	9.3
May	22	18	13	19	22	94	7.6
June	19	27	22	22	26	116	9.3
July	18	14	13	24	24	93	7.5
August	18	25	13	17	24	97	7.8
September	15	19	20	27	19	100	8.0
October	17	22	13	17	30	99	8.0
November	17	16	20	28	36	117	9.4
December	25	21	23	33	28	130	10.5
Total	245	242	201	241	314	1,243	100.0

STATEWIDE, RURAL AND URBAN PEDESTRIAN DEATHS

By Month, Years 1956-1960

STATEWIDE	1956	1957	1958	1959	1960	TOTAL	
						Number	Percent
January	34	27	26	19	23	129	8.2
February	24	20	19	20	14	97	6.2
March	26	25	16	24	23	114	7.2
April.....	28	24	25	18	19	114	7.2
May.....	25	24	20	29	24	122	7.8
June	22	29	25	24	21	121	7.7
July	21	29	24	17	22	113	7.2
August	33	24	21	24	25	127	8.1
September	25	25	29	24	33	136	8.6
October	31	28	36	25	34	154	9.8
November.....	26	30	29	34	35	154	9.8
December.....	41	48	33	40	29	191	12.2
Total	336	333	303	298	302	1,572	100.0
RURAL							
January	7	9	11	5	5	37	6.1
February	7	3	5	10	5	30	4.9
March	13	9	7	6	8	43	7.1
April.....	7	8	10	5	6	36	5.9
May.....	9	10	4	9	11	43	7.1
June	7	12	11	7	11	48	7.9
July	8	12	11	5	7	43	7.1
August	16	16	15	13	10	70	11.5
September	10	11	18	10	13	62	10.2
October	15	9	24	5	13	66	10.8
November.....	14	10	13	14	20	71	11.7
December.....	13	15	11	14	6	59	9.7
Total	126	124	140	103	115	608	100.0
URBAN							
January.....	27	18	15	14	18	92	9.5
February	17	17	14	10	9	67	6.9
March	13	16	9	18	15	71	7.4
April.....	21	16	15	13	13	78	8.1
May.....	16	14	16	20	13	79	8.2
June	15	17	14	17	10	73	7.6
July	13	17	13	12	15	70	7.3
August	17	8	6	11	15	57	5.9
September	15	14	11	14	20	74	7.7
October	16	19	12	20	21	88	9.1
November.....	12	20	16	20	15	83	8.6
December.....	28	33	22	26	23	132	13.7
Total	210	209	163	195	187	964	100.0

STATEWIDE, RURAL AND URBAN INJURIES
By Month, Years 1956-1960

STATEWIDE	1956	1957	1958	1959	1960	1956 - 1960	
						Number	Percent
January	4,763	4,269	4,032	4,353	6,104	23,521	7.2
February.....	4,324	4,037	3,886	3,555	6,341	22,143	6.8
March	4,557	4,106	3,507	4,327	6,345	22,842	7.0
April	4,224	4,389	4,011	4,218	6,468	23,310	7.1
May	5,088	5,117	4,748	5,176	7,726	27,855	8.5
June	5,066	5,519	4,778	5,244	7,317	27,924	8.6
July	5,232	5,036	4,981	6,071	8,006	29,326	9.0
August	5,668	5,538	5,376	6,310	7,660	30,552	9.4
September	5,069	5,049	4,896	5,697	6,979	27,690	8.5
October	4,714	4,480	4,612	6,269	8,575	28,650	8.8
November.....	4,886	4,921	5,092	5,600	7,640	28,139	8.6
December.....	5,785	5,669	6,222	7,535	9,040	34,251	10.5
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Preliminary Total.....	59,376	58,130	56,141	64,355	88,201	326,203	100.0
% Final Total	97.1	96.8	97.2	99.2	96.9		
RURAL							
January	2,167	1,727	1,683	1,619	2,108	9,304	6.9
February	1,757	1,671	1,603	1,332	2,210	8,573	6.3
March	1,829	1,664	1,419	1,749	2,137	8,798	6.5
April.....	1,702	1,724	1,475	1,423	2,250	8,574	6.3
May.....	2,156	2,052	1,766	2,010	2,865	10,849	8.0
June	2,433	2,474	2,024	2,145	2,835	11,911	8.8
July	2,692	2,396	2,225	2,870	3,607	13,790	10.2
August	2,742	2,664	2,654	2,887	3,376	14,323	10.6
September	2,287	2,245	2,045	2,423	2,865	11,865	8.8
October	2,111	1,969	1,796	2,453	3,401	11,730	8.7
November.....	2,291	2,209	2,247	2,367	2,761	11,875	8.8
December.....	2,383	2,386	2,424	3,409	3,069	13,671	10.1
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Preliminary Total.....	26,550	25,181	23,361	26,687	33,484	135,263	100.0
% Final Total	94.6	94.4	95.1	98.1	94.4		
URBAN							
January.....	2,596	2,542	2,349	2,734	3,996	14,217	7.4
February	2,567	2,366	2,283	2,223	4,131	13,570	7.1
March	2,728	2,442	2,088	2,578	4,208	14,044	7.4
April.....	2,522	2,665	2,536	2,795	4,218	14,736	7.7
May.....	2,932	3,065	2,982	3,166	4,861	17,006	8.9
June	2,633	3,045	2,754	3,099	4,482	16,013	8.4
July	2,540	2,640	2,756	3,201	4,399	15,536	8.1
August	2,926	2,874	2,722	3,423	4,284	16,229	8.5
September	2,782	2,804	2,851	3,274	4,114	15,825	8.3
October	2,603	2,511	2,816	3,816	5,174	16,920	8.9
November.....	2,595	2,712	2,845	3,233	4,879	16,264	8.5
December.....	3,402	3,283	3,798	4,126	5,971	20,580	10.8
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Preliminary Total.....	32,826	32,949	32,780	37,668	54,717	190,940	100.0
% Final Total	99.2	98.7	98.7	99.1	98.5		

STATEWIDE, RURAL AND URBAN ACCIDENTS By Month, Years 1956-1960

STATEWIDE	1956	1957	1958	1959	1960	1956 - 1960	
						Number	Percent
January.....	17,783	20,463	15,685	20,723	17,344	91,998	9.6
February.....	17,514	15,940	15,402	16,968	17,744	83,568	8.7
March.....	17,269	14,085	11,037	14,334	18,579	75,304	7.9
April.....	14,021	13,943	11,675	12,282	15,090	67,011	7.0
May.....	15,938	15,305	13,260	14,260	16,546	75,309	7.8
June.....	15,142	15,149	13,114	13,924	15,639	72,968	7.6
July.....	14,615	14,261	13,294	15,129	16,053	73,352	7.6
August.....	15,577	15,266	13,630	15,834	15,155	75,462	7.9
September.....	15,831	14,571	14,159	15,112	15,140	74,813	7.8
October.....	14,717	14,418	14,109	17,766	18,106	79,116	8.2
November.....	17,131	16,168	16,337	17,758	17,475	84,869	8.8
December.....	20,521	19,327	22,443	21,549	23,301	107,141	11.1
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Preliminary Total.....	196,059	188,896	174,145	195,639	206,172	960,911	100.0
% Final Total.....	99.0	98.4	97.9	98.4	98.3		
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RURAL							
January.....	4,500	4,430	4,180	4,848	4,341	22,299	8.8
February.....	4,306	3,695	3,845	4,039	4,179	20,064	7.9
March.....	3,865	3,383	2,722	3,636	4,329	17,935	7.1
April.....	3,183	3,448	2,749	2,860	3,572	15,812	6.3
May.....	3,770	3,618	3,411	3,651	4,141	18,591	7.4
June.....	4,163	4,171	3,628	3,773	4,184	19,919	7.9
July.....	4,561	4,757	3,994	4,607	4,974	22,893	9.0
August.....	4,603	4,775	4,358	5,007	4,540	23,283	9.2
September.....	4,172	4,196	3,775	4,119	4,276	20,538	8.1
October.....	3,866	4,069	3,830	4,588	4,940	21,293	8.4
November.....	4,744	4,632	4,790	5,112	4,726	24,004	9.5
December.....	5,007	5,090	5,492	4,954	5,743	26,286	10.4
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Preliminary Total.....	50,740	50,264	46,774	51,194	53,945	252,917	100.0
% Final Total.....	96.2	97.0	95.6	96.8	95.1		
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URBAN							
January.....	13,283	16,033	11,505	15,875	13,003	69,699	9.8
February.....	13,208	12,245	11,557	12,929	13,565	63,504	9.0
March.....	13,404	10,702	8,315	10,698	14,250	57,369	8.1
April.....	10,838	10,495	8,926	9,422	11,518	51,199	7.2
May.....	12,168	11,687	9,849	10,609	12,405	56,718	8.0
June.....	10,979	10,978	9,486	10,151	11,455	53,049	7.5
July.....	10,054	9,504	9,300	10,522	11,079	50,459	7.1
August.....	10,974	10,491	9,272	10,827	10,615	52,179	7.4
September.....	11,659	10,375	10,384	10,993	10,864	54,275	7.7
October.....	10,851	10,349	10,279	13,178	13,166	57,823	8.2
November.....	12,387	11,536	11,547	12,646	12,749	60,865	8.6
December.....	15,514	14,237	16,951	16,595	17,558	80,855	11.4
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Preliminary Total.....	145,319	138,632	127,371	144,445	152,227	707,994	100.0
% Final Total.....	100.0	98.9	98.7	99.0	99.5		

**PERSONS KILLED IN MOTOR VEHICLE TRAFFIC ACCIDENTS
STATEWIDE EXPERIENCE BY AGE GROUPING**

Years 1956 - 1960

AGE	1956	1957	NUMBER 1958	1959	1960
0 - 4 Years	58	81	53	57	73
5 - 9 Years	53	66	64	70	73
10 - 14 Years	62	45	64	52	54
15 - 19 Years	166	152	109	142	172
20 - 24 Years	192	165	142	155	174
25 - 34 Years	292	227	211	208	232
35 - 44 Years	217	184	184	181	198
45 - 54 Years	192	179	173	169	177
55 - 64 Years	211	182	143	224	179
- 74 Years	170	148	148	101	157
75 Years and Over	96	105	82	101	96
Not Stated	37	14	9	13	11
Totals	1,746	1,548	1,382	1,473	1,596

**REPORTED DRIVER VIOLATIONS IN FATAL TRAFFIC ACCIDENTS
Years 1956 - 1960**

VIOLATIONS	1956	1957	NUMBER 1958	1959	1960
Under the influence	58	62	63	63	98
Excessive speed	583	520	465	478	575
Failure to grant right of way	123	123	91	97	105
Improper passing	65	54	44	59	72
Wrong side of road - not passing	158	149	132	151	163
Improper turning	44	39	33	43	51
Disregarded officer or traffic control device	125	135	108	107	113
Other violations	72	111	88	116	141
Total	1,228	1,193	1,024	1,114	1,318

AGE OF DRIVERS IN FATAL ACCIDENTS Years 1956 - 1960

AGE	1956	1957	NUMBER 1958	1959	1960
15 Years & Under.....	17	15	14	13	9
16 - 17 Years	81	70	56	65	53
18 - 19 Years	137	120	95	102	142
20 - 24 Years	351	283	251	298	343
25 - 34 Years	555	472	411	433	428
35 - 44 Years	411	365	334	359	381
45 - 54 Years	282	251	239	263	275
55 - 64 Years	179	174	170	189	208
65 - 74 Years	102	104	91	94	115
75 Years & Over.....	33	44	30	42	42
Not Stated	50	30	19	31	24
Total	2,198	1,928	1,710	1,889	2,020

ACTION OF PEDESTRIANS IN FATAL TRAFFIC ACCIDENTS Years 1956 - 1960

TYPE OF ACTION - NUMBER	1956	1957	1958	1959	1960
Crossing at intersection -					
With signal.....	17	15	11	10	7
Against signal.....	11	10	11	12	13
No signal.....	62	48	42	50	42
Diagonally.....	8	11	6	4	5
Crossing not at intersection	138	137	132	131	141
Coming from behind parked cars	21	41	31	24	22
Walking in roadway with traffic					
Sidewalks available	2	4	5	2	(13
Sidewalks not available..	17	15	17	10	(
Walking in roadway against traffic -					
Sidewalks available	5	1	0	2	(
Sidewalks not available	9	4	5	9	(8
Standing in safety zone	1	2	2	2	3
Pushing or working on vehicle in roadway	4	4	2	4	8
Other working in roadway	3	0	2	4	5
Playing in roadway	9	12	5	13	9
Standing in roadway	7	4	7	7	7
Other in roadway	7	5	7	5	6
Not in roadway.....	10	17	11	5	13
Not stated.....	5	3	7	4	0
Totals	336	333	303	298	302

AGE OF PEDESTRIANS IN FATAL ACCIDENTS Years 1956 - 1960

AGE	NUMBER				
	1956	1957	1958	1959	1960
0 - 4 Years	28	44	34	26	43
5 - 9 Years	36	39	52	50	42
10 - 14 Years	15	10	20	19	19
15 - 19 Years	6	11	8	10	8
20 - 24 Years	6	3	7	1	7
25 - 34 Years	17	10	17	12	12
35 - 44 Years	24	19	19	13	20
45 - 54 Years	22	32	17	26	18
55 - 64 Years	54	56	35	43	41
65 - 74 Years	71	58	50	55	49
75 Years and Over	47	44	41	41	39
Not stated	10	7	3	2	4
Totals	336	333	303	298	302

MOTOR VEHICLE TRAFFIC DEATHS BY COUNTY Years 1956 - 1960

POPULATION	1960 Population Census	1960 Registrations*	1956 - 1960					5-Year Total
			1956	1957	1958	1959	1960	
Alcona	6,352	3,096	4	2	5	3	2	16
Alger	9,250	4,031	6	8	3	1	7	25
Arenac	9,860	4,855	13	8	11	7	11	50
Baraga	7,151	3,204	3	4	4	4	5	20
Benzie	7,834	4,095	5	2	4	2	4	17
Crawford	4,971	2,413	4	6	4	6	1	21
Kalkaska	4,382	2,081	6	1	0	4	5	16
Keweenaw	2,417	1,077	1	0	1	3	0	5
Lake	5,338	2,537	3	1	3	6	4	17
Leelanau	9,321	4,304	6	2	2	3	1	14
Luce	7,827	2,718	1	2	3	2	1	9
Missaukee	6,784	3,248	2	2	2	3	4	13
Montmorency	4,424	2,670	3	4	3	4	3	17
Ogemaw	9,680	5,128	8	5	4	1	3	21
Oscoda	3,447	1,949	1	2	3	1	2	9
Otsego	7,545	3,959	2	8	3	2	1	16
Roscommon	7,200	4,172	3	4	4	7	3	21
Schoolcraft	8,953	4,195	3	4	5	3	3	18
10,000 - 15,000								
Antrim	10,373	5,067	2	2	2	3	2	11
Charlevoix	13,421	6,507	0	3	7	3	5	18
Cheboygan	14,550	6,673	9	7	2	9	6	33
Clare	11,647	6,112	7	6	12	7	6	38
Gladwin	10,769	4,980	3	7	3	2	7	22
Mackinac	10,853	4,562	1	5	10	5	6	27
Ontonagon	10,584	4,528	4	0	4	3	7	18
Osceola	13,595	6,611	4	6	3	7	9	29
Presque Isle	13,117	5,660	7	6	5	5	0	23

MOTOR VEHICLE TRAFFIC DEATHS BY COUNTY (Continued)

POPULATION	1960 Population Census	1960 Registrations*	1956	1957	1958	1959	1960	5-Year Total
15,000 - 25,000								
Dickinson	23,917	11,314	6	3	1	6	2	18
Emmet	15,904	7,464	9	1	7	8	3	28
Gogebic	24,370	10,360	7	9	4	2	3	25
Iosco	16,505	8,315	4	2	5	5	4	20
Iron.....	17,184	8,539	6	8	1	7	7	29
Manistee	19,042	9,005	7	11	2	5	11	36
Mason	21,929	10,511	8	10	7	7	7	39
Mecosta.....	21,051	9,118	12	9	8	5	3	37
Menominee.....	24,685	11,174	7	4	6	3	5	25
Newaygo	24,160	11,470	8	3	6	6	7	30
Oceana	16,547	8,050	9	12	3	4	3	31
Wexford	18,466	8,462	5	3	4	5	2	19
25,000 - 50,000								
Alpena	28,556	13,386	3	7	5	8	13	36
Barry	31,738	14,573	5	12	5	9	10	41
Branch	34,903	16,039	17	18	8	9	16	68
Cass	36,932	17,459	17	24	11	22	20	94
Chippewa	32,655	13,157	2	14	10	10	10	46
Clinton.....	37,969	16,192	15	8	17	12	19	71
Delta	34,298	15,283	10	10	9	7	7	43
Eaton	49,684	22,309	22	22	16	18	14	92
Grand Traverse	33,490	15,139	9	6	6	4	5	30
Gratiot.....	37,012	17,571	8	13	6	9	9	45
Hillsdale	34,742	17,776	25	10	11	16	12	74
Houghton	35,654	14,215	4	4	10	2	7	27
Huron	34,006	16,690	13	16	6	10	14	59
Ionia.....	43,132	18,364	22	11	6	9	11	59
Isabella	35,348	13,686	10	10	13	11	4	48
Lapeer.....	41,926	17,803	13	19	16	22	15	85
Livingston.....	38,233	17,832	23	12	22	25	20	102
Montcalm	35,795	17,125	22	16	10	13	18	79
Sanilac	32,314	16,117	17	18	8	9	14	66
St. Joseph.....	42,332	21,713	13	18	18	14	11	74
Tuscola.....	43,305	20,153	17	18	21	23	29	108
Van Buren.....	48,395	25,556	10	19	14	17	24	84
50,000 - 100,000								
Allegan	57,729	28,470	30	16	21	21	23	111
Lenawee	77,789	35,989	34	24	26	18	28	130
Marquette.....	56,154	23,003	15	15	10	8	12	60
Midland	51,450	21,917	19	10	13	8	9	59
Ottawa	98,719	45,109	21	21	14	20	24	100
Shiawassee.....	53,446	24,437	18	12	11	13	17	71
Over 100,000								
Bay	107,042	45,171	26	12	23	24	24	109
Berrien	149,865	74,143	39	40	34	40	41	194
Calhoun.....	138,858	62,741	20	27	24	25	37	133
Genesee.....	374,313	156,122	75	68	53	62	77	335
Ingham	211,296	98,466	33	31	19	36	21	140
Jackson.....	131,994	56,822	34	24	27	27	39	151
Kalamazoo.....	169,712	73,612	31	19	25	34	35	144
Kent.....	363,187	157,228	77	61	43	54	53	288
Macomb	405,804	170,966	63	53	63	62	59	300
Monroe.....	101,120	45,148	52	33	31	37	33	186
Muskegon.....	149,943	63,490	35	26	21	34	24	140
Oakland	690,259	303,783	113	105	99	91	122	530
Saginaw.....	190,752	78,380	44	50	51	45	45	235
St. Clair.....	107,201	45,957	23	30	30	25	27	135
Washtenaw.....	172,440	72,368	58	28	47	33	42	208
Wayne	2,666,297	1,051,163	390	356	283	308	337	1,674
Totals	7,823,194	3,336,837	1,746	1,548	1,382	1,473	1,596	7,745

*Exclusive of Trailers & Trailer Coaches

**MOTOR VEHICLE TRAFFIC DEATHS IN CITIES
10,000 POPULATION AND OVER
Years 1956-1960**

POPULATION	1960 Population Census	1956	1957	1958	1959	1960	5 - YEAR TOTAL
10,000 - 15,000							
Albion.....	12,749	3	1	1	1	0	6
Alpena.....	14,682	2	2	1	4	3	12
Cadillac.....	10,112	0	0	0	1	1	2
Center Line.....	10,164	1	1	1	1	0	4
Clawson.....	14,795	0	1	1	0	0	2
East Grand Rapids.....	10,924	-	-	-	-	-	-
Grand Haven.....	11,066	0	2	0	1	0	3
Grosse Pointe Farms.....	12,172	0	0	0	0	0	0
Ironwood.....	10,265	1	1	0	0	1	3
Melvindale.....	13,089	0	2	3	3	2	10
Menominee.....	11,289	1	0	1	0	0	2
Mt. Pleasant.....	14,875	1	0	1	0	0	2
Niles.....	13,842	1	3	1	2	0	7
St. Joseph.....	11,755	0	0	0	0	2	2
15,000 - 25,000							
Adrian.....	20,347	3	2	1	0	2	8
Benton Harbor.....	19,136	1	0	2	1	1	5
Berkley.....	23,275	0	5	0	2	2	9
Ecorse.....	17,328	0	2	0	0	2	4
Escanaba.....	15,391	2	2	0	1	2	7
Grosse Pointe Park.....	15,457	1	2	0	0	0	3
Grosse Pointe Woods.....	18,580	0	2	0	0	0	2
Harper Woods.....	19,995	1	0	1	0	4	6
Holland.....	24,777	0	3	2	3	2	10
Marquette.....	19,824	0	2	0	2	1	5
Monroe.....	22,968	1	4	0	1	7	13
Mt. Clemens.....	21,016	0	3	3	0	0	6
Muskegon Heights.....	19,552	3	2	0	5	0	10
Owosso.....	17,006	3	4	1	0	3	11
River Rouge.....	18,147	3	0	1	3	1	8
Sault Ste. Marie.....	18,722	0	4	2	2	3	11
Traverse City.....	18,432	2	2	0	0	0	4
Trenton.....	18,439	7	3	0	5	5	20
Troy.....	19,058	-	-	-	6	5	-
Wayne.....	16,034	0	1	1	3	3	8
Ypsilanti.....	20,957	1	2	1	2	2	8
25,000 - 50,000							
Allen Park.....	37,052	1	2	3	3	2	11
Battle Creek.....	44,169	1	7	3	2	7	20
Birmingham.....	25,525	0	3	0	1	2	6
East Detroit.....	45,756	3	3	0	2	3	11
East Lansing.....	30,198	0	0	3	4	0	7
Ferndale.....	31,347	3	4	3	2	0	12
Garden City.....	38,017	5	0	0	0	3	8
Hamtramck.....	34,137	5	3	3	2	5	18
Hazel Park.....	25,631	2	1	2	0	3	8
Highland Park.....	38,063	5	6	4	9	0	24
Inkster.....	39,097	3	3	5	2	2	15
Madison Heights.....	33,343	-	-	-	3	1	-
Midland.....	27,779	3	5	2	1	1	12
Muskegon.....	46,485	4	8	3	3	4	22
Oak Park.....	36,632	2	2	0	1	2	7
Port Huron.....	36,084	4	1	2	4	7	18
Southfield.....	31,501	-	-	-	4	8	-
Southgate.....	29,404	-	-	-	1	6	-
Wyandotte.....	43,519	3	8	2	1	4	18
Wyoming.....	45,829	-	-	-	7	5	-

**OTOR VEHICLE TRAFFIC DEATHS IN CITIES
0,000 POPULATION AND OVER (Continued)**

POPULATION	1960 Population Census	1956	1957	1958	1959	1960	5 - YEAR TOTAL
Over 50,000							
Ann Arbor	67,340	3	1	3	1	6	14
Bay City	53,604	3	3	3	4	6	19
Dearborn	112,007	31	26	24	12	10	103
Detroit	1,670,144	190	182	154	183	201	910
Flint	196,940	23	14	11	13	26	87
Grand Rapids	177,313	21	19	17	18	12	87
Jackson	50,720	6	5	3	5	6	25
Kalamazoo	82,089	9	6	4	3	11	33
Lansing	107,807	6	9	8	10	9	42
Lincoln Park	53,933	5	8	4	3	5	25
Livonia	66,702	9	9	6	8	7	39
Pontiac	82,233	6	4	15	9	10	44
Roseville	50,195	6	7	3	8	3	27
Royal Oak	80,612	4	8	1	11	6	30
Saginaw	98,265	12	12	6	5	6	41
St. Clair Shores	76,657	0	0	4	4	0	8
Warren	89,246	-	-	-	12	13	-

