

Thriving Michigan: Public health and safety

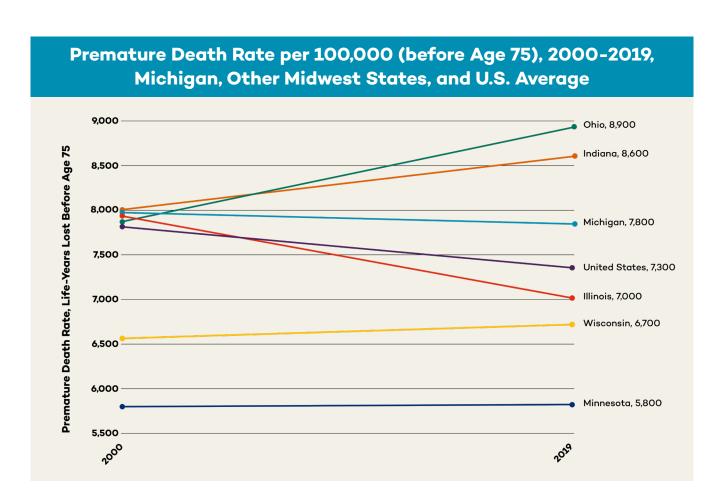


High quality of life, lower life expectancy?

Michigan must provide strong public health and safety systems that measure up to our quality of life potential. Currently, we suffer a gap between the amenities we have to offer and the opportunity to enjoy them. Michigan residents' life expectancy at birth has consistently lagged the national average and many of our neighbors since 2000. Gains made since that year have been lost since the onset of the COVID pandemic, leaving Michiganders with a lower life expectancy in 2021 than in 2000, and nearly a full year less than the national average—76.2 years vs 77.1. Additionally, our premature death rate is about five percent higher than the national rate.¹

Perhaps ironically, the AARP has noted Michigan as ranking in the top five destination states for retirement moves², identifying our high-quality health care system, opportunities for outdoor activities, and access to fresh food as highlights—alongside our cost of living and the great sense of place in our small towns. Bringing health and life expectancy measures for Michigan at least up to the national average would support our residents in enjoying those same amenities to the fullest, and our communities in thriving.

Local government plays a front-line role in this work: local police, fire, and EMS departments respond to emergencies, while municipalities support long-term health outcomes through construction codes, parks and recreation programs, and safe street networks.

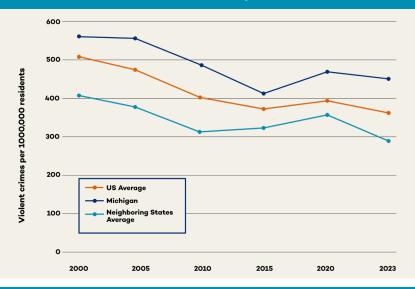


Violent crime rates in longterm decline, but still high

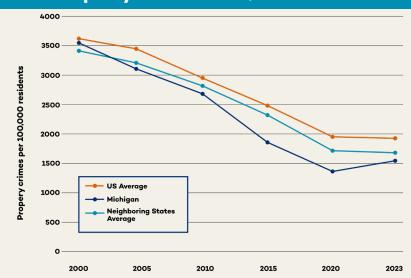
Michigan resumed a long-term trend of declining crime rates after a brief jump in 2020, with violent crime rates down almost 20 percent since the year 2000. However, our violent crime rate remains significantly higher than the national average or the rate in our neighboring states, and our rate of improvement has been slower. On property crime, Michigan fares better: FBI stats show our rates are lower than the national average and most neighboring states, and have declined faster, dropping by more than half since 2000, despite an uptick in recent years.³

While many communities have implemented community policing, non-police crisis response teams, crime prevention through environmental design, and other techniques to try to address crime rates, both prevention and response are hindered by Michigan's municipal finance straitjacket. Public safety is the largest slice of municipal budgets, so reduced funding has led both to smaller departments and reduced pay and benefits. From 2002 to 2022, Michigan's local public safety staffing numbers fell by 17 percent⁴, and nearly three-quarters of local law enforcement departments report recruiting challenges⁵ even to fill that reduced headcount.

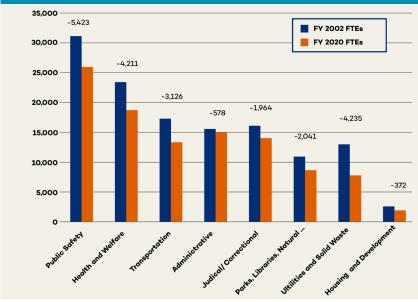
Violent Crime Rates, 2000-2023



Property Crime Rates, 2000-2023



Local (Municipal and County) FTEs



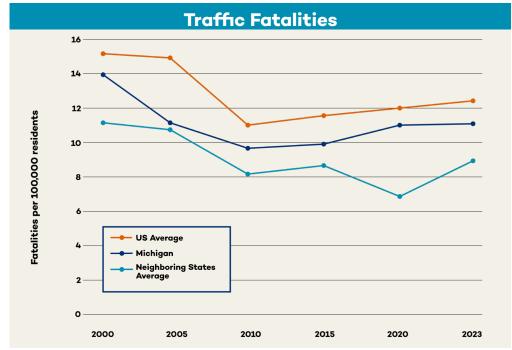


Road safety improvements have stalled out

After successfully reducing traffic fatalities throughout the 2000s, Michigan began to see its fatal crash rate tick up again through the 2010s: Michigan residents' rate of death in car crashes—1,095 traffic deaths in 2023—is now twice the rate of death by violent crime, and eleven times the rate of death in structure fires.⁶ One (very limited) bright spot is that Michigan has managed to keep pedestrian traffic death rates flat, even as pedestrian traffic fatalities nationally have risen 75 percent since 2010. Where metro Detroit was the 17th most dangerous metro area for pedestrians before 2014, it is now in the middle of the pack at the 53rd most dangerous of the

The best tool Michigan has to reduce traffic deaths is street design features that discourage speeding and other unsafe driving behaviors, supported by education and enforcement. As with addressing crime, creating safe streets requires ensuring adequate funding for both the street infrastructure and the supporting education/ enforcement. State policies also must be aligned with these goals: for example, road funding formulas should not penalize a community that improves safety by converting a four-lane street to a three-lane configuration with a center turn lane.

100 largest metro areas.7



Creating healthy neighborhoods

Michiganders' long-term health and safety is affected by factors ranging from air quality to access to healthy foods, physical activity levels, exposure to toxins, and levels of social engagement. Just as fixing the roads should be an opportunity to improve safety and expand opportunities for walking and biking as healthy transportation, many of our priorities overlap with health and safety. Michigan's housing strategy should include addressing lead paint (and pipes), asbestos, mold, and other challenges with our aging housing stock—the eighth oldest in the nation.8 Economic development work around foodbased businesses and outdoor recreation access can support health alongside major economic sectors. Prioritizing brownfield redevelopment over greenfield expansion can reduce communities' exposure to toxins. And, of course, our placemaking efforts can support the growth of "third spaces," where people can come together, helping to combat loneliness.

The path to thriving

A thriving Michigan means state policies must commit to strong public health and safety systems that ensure the well-being of people living and working here:

- Invest in the local public safety systems—police, fire, and EMS—to provide needed capacity for both prevention of and appropriate response to emergencies.
- Prioritize safety and active transportation in our street design and road funding approaches.
- Leverage our amazing outdoor recreation opportunities, diverse agricultural sector, world-class "eds and meds" research institutions, and deep placemaking expertise to support health for all.