

## EXECUTIVE SUMMARY


The 1993 traffic fatality count was 1,414, up 8.8% from the 1992 figure of 1,300. Compared with 1992, injuries were up 13.3% and total crashes were up 5.4%. These figures translated into a death rate of 1.6 per 100 million miles of travel, up from the 1992 death rate of 1.5.

Exposure factors in 1993 showed increases in vehicle registrations and travel mileage and a decrease in the number of licensed drivers. They included motor vehicle registrations up 1.1% to 7.5 million; vehicle travel mileage up 2.0% to 85.7 billion; and the number of licensed drivers down 1.8% to 7.64 million.

Lack of occupant restraint use and use of alcohol continue to be major factors. While the direct observation study reports a 64.4% usage rate, the usage rate recorded by investigating officers on Traffic Crash Reports (UD-10) was 79.0%. Alcohol involvement, especially in fatal crashes, still takes an unacceptably high toll.

Data on crashes in this report were obtained from 1993 Michigan Traffic Crash Report forms submitted by local police departments, Sheriff departments, and the Department of State Police. Other related information was obtained from the Michigan departments of Public Health, State, and Transportation.

This publication was produced for the Office of Highway Safety Planning by the University of Michigan Transportation Research Institute (UMTRI) with data on file at the Michigan Department of State Police as of September 19, 1994. We acknowledge, with great appreciation, all involved agencies for their assistance.



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Director  
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## INTRODUCTION

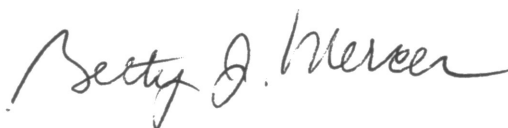
The data contained in this report was submitted by Michigan's 660+ law enforcement agencies on Michigan's Traffic Crash Report (UD-10) for crashes occurring in 1993. We believe the overall quality and reliability of 1993 data has improved from the "transition" year of 1992. Changes to the UD-10 form, enhancements to the computer processing software, and increased levels of accuracy in data submitted by officers in the field have contributed to this improvement.

Michigan's crash processing system allows corrections and updates to the data long after the crash is initially reported to the Criminal Justice Data Center. This results in a "dynamic" crash file, changing as new information about crashes is received. The percentage of alcohol involvement, for example, may differ several months after the data was analyzed by UMTRI and revealed in the form of this report.

Concern about disproportionate increases in 1993 data over 1992 data should be tempered with the knowledge that 1992 numbers may have been artificially low. An estimated 6-10% of the UD-10 forms submitted for 1992 could not be processed due to physical damage to the form or technical problems with the data recorded on the form.

It has been a challenging conversion from a manually processed traffic crash report to one processed electronically using an optical scanner and conventional keypunch operators, but we believe the days of major transition are behind us. The Office of Highway Safety Planning, in Collaboration with its state and local agency partners, will continue to refine and enhance the crash system at every opportunity. We expect to see continued improvement as everyone becomes more familiar with the scannable form and related software.

If you have any questions or comments, please contact our office.



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