

EXECUTIVE SUMMARY


The 1994 traffic fatality count was 1,419, up 0.4 percent from the 1993 figure of 1,414. Compared with 1993, injuries were up 5.7 percent and total crashes were up 9.5 percent. These figures translated into a death rate of 1.7 per 100 million miles of travel, up 6.25 percent from the death rate of 1.6 reported in 1993.

Exposure factors in 1994 showed increases in vehicle registrations and the number of licensed drivers, and a decrease in travel mileage. They included motor vehicle registrations up 2.3 percent to 7.67 million; the number of drivers up 0.3 percent to 7.66 million; and vehicle travel mileage down 0.1 percent to 85.6 billion.

While the consumption of alcohol continues to be a major factor affecting crashes, an estimated 68 percent of fatal crashes do not involve alcohol. Traffic safety planners must not focus exclusively on safety belt use (now at 66.1% [1]) or alcohol involvement (32% of all fatal crashes), but incorporate other factors such as excessive speed, driver fatigue and the lack of "common courtesy" into their efforts to reduce traffic crashes.

Data on crashes in this booklet were obtained from 1994 Michigan Traffic Crash Report Forms (UD-10) submitted by local police departments, sheriff jurisdictions, and the Department of State Police. Other related information was obtained from the Departments of Transportation, State, and Public Health.

This publication was produced for the Office of Highway Safety Planning by the University of Michigan Transportation Research Institute with data on file at the Michigan Department of State Police as of May 1, 1995. We acknowledge, with appreciation, all involved agencies for their assistance.


Col. Michael D. Robinson, Director
Michigan Department of State Police



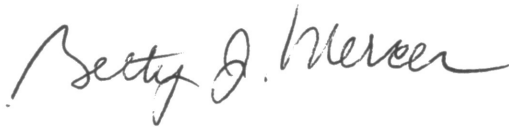
INTRODUCTION

Our goal is to provide the most accurate and timely information we can to as many users as possible. So when we asked, "Are we meeting your needs?" in the 1993 Michigan Traffic Crash Facts, you responded with many excellent suggestions for improvement. We incorporated many of your suggestions in the 1994 edition:

- A copy of the Michigan Traffic Crash Report (UD-10).
- An Abbreviations & Acronyms listing
- An expanded Glossary
- An Historical Information Section comparing Michigan to other NHTSA Region 5 states (Illinois, Indiana, Minnesota, Ohio, and Wisconsin)
- Expanded information on alcohol-related crashes and Car/Deer crashes in the Highlight Section
- Crash rates at intersections by traffic control type, and construction zone crashes in the Crash Section
- Expanded bicycle and pedestrian information in the Vehicle Section
- Information on child restraint use and non-use for injured occupants in the Occupant Section
- Extensive information on Counties & Communities, now in its own section
- A copy of the Michigan Vehicle Code pertaining to the reporting of traffic crashes, and included it the new References Section
- A Subject Index to help you find what you need faster

Unfortunately, not all suggestions could be addressed. For example, we wish we could tell you more about Bodily Alcohol Content (BAC), but BAC information is not collected on the master Crash File.

Your input is greatly appreciated, so please tell us how we're doing, and what you'd like to see in the 1995 edition. Thank you.



Division Director
Office of Highway Safety Planning



UD-10 (FRONT)

UD-10 BACK

ABBREVIATIONS & ACRONYMS

- **BAC** **Bodily Alcohol Content** (formerly referred to as Blood Alcohol Content or Blood Alcohol Concentration). Determination of percent by weight of ethyl alcohol in blood. Usually measured as mg/dl.
- **CJDC** **Criminal Justice Data Center**. A division of the Michigan Department of State Police.
- **FHWA** **Federal Highway Administration**. A part of the United States Department of Transportation.
- **HBD** **Had Been Drinking** and/or under the influence of drugs.
- **HNBD** **Had Not Been Drinking** and/or under the influence of drugs.
- **KABC** Injury severity scale for traffic crash-related injuries: **K - Fatal, A - Incapacitating, B - Nonincapacitating, C - Possible**. See Glossary for definitions.
- **MALI** **Michigan Accident Location Index** (pronounced "MAY-lie")
- **MDOS** **Michigan Department of State**
- **MDOT** **Michigan Department of Transportation** (pronounced "EM-dot")
- **MDPH** **Michigan Department of Public Health**
- **NHTSA** **National Highway Traffic Safety Administration** (pronounced "NIT-zah"). A part of the United States Department of Transportation.
- **OHSP** **Office of Highway Safety Planning**. A division of the Michigan Department of State Police.
- **OUIL** **Operating Under the Influence of Liquor**. More serious of the drinking and driving violations in Michigan. Refers to driving with blood alcohol level of 0.10 percent or more.
- **OWI** **Operating While Impaired**. Less serious of the drinking and driving violations in Michigan. refers to driving with blood alcohol concentration levels of 0.08 or 0.09 percent.
- **PDO** **Property Damage Only**. Refers to a traffic crash lacking personal injuries.
- **UD-10** Form number ascribed to *Michigan Traffic Crash Report* form, official document used to report traffic crashes in Michigan.
- **UMTRI** **University of Michigan Transportation Research Institute** (pronounced "UM-tree")
- **USDOT** **United States Department of Transportation**
- **VMT** **Vehicle Miles Traveled** The estimated total number of miles traveled annually by motor vehicles on Michigan trafficways.

GLOSSARY

- **Crash Rate** - The number of crashes per 100 million vehicle miles traveled.
- **Crash Type** - A crash is typed by the first injury or damage producing event, which may or may not be the most serious or significant event.
- **Death Rate** - Deaths per 100 million vehicle miles.
- **Driver/Operator** - The person who is in actual physical control of a vehicle in transit.
- **Fatal Crash** - A fatality is counted when a person dies due to injuries from a traffic crash. Prior to 1979 deaths were counted if they occurred up to one year after the crash, in 1979 this time period was reduced to 90 days. In 1988 this was further reduced to 30 days.
- **Had Been Drinking (HBD) Crash** - Drinking and/or drug use prior to the crash by a driver, pedestrian, or cyclist as reported by the police, the coroner, or other accepted authorities.
- **Injury Severity**
 - K (Fatal)** - Any injury that results in death.
 - A (Incapacitating Injury)** - Any injury, other than a fatal injury, that prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.
 - B (Nonincapacitating Injury)** - Any injury not incapacitating but evident to observers at the scene of the crash in which the injury occurred.
 - C (Possible Injury)** - Any injury reported or claimed that is not a fatal injury, incapacitating injury or nonincapacitating injury.
- **In Transport** - Denotes a motor vehicle in motion or on a roadway.
- **Most Severe Outcome in Crash** - The most severe injury sustained by any person involved in the crash, or property damage only.
- **Most Severe Outcome in Vehicle** - The most severe injury sustained by any person in the vehicle, or property damage only.
- **Motor Vehicle Crash** - A crash that involves a motor vehicle in transport on a public trafficway (in Michigan) and results in injury, death or at least \$400.00 in property damage.
NOTE: Snowmobile data includes crashes that occur in areas designated as nontraffic (not on public roadways) with a value of \$100.00 as a reporting threshold.
- **Noncollision** - A crash that does not involve a collision with another motor vehicle. Types of noncollision crashes include; explosion or fire in vehicle, rollover, immersion, etc.
- **Occupant** - Any person in or on a motor vehicle, this includes the driver.
- **Property Damage Only (PDO) Crash** - A crash that results in no fatalities or injuries, with a value of \$400.00 as a reporting threshold.
- **Traffic Unit** - Anything in transit on a public trafficway (i.e., motor vehicle, motorcycle, bicycle, pedestrian, snowmobile, farm equipment).
- **Transition Area** - Increase or decrease in the number or travel lanes.
- **“Zero Tolerance”** - Law which began November 1, 1994, making it illegal for any person in Michigan under the age of 21 to consume alcohol in the presence of a law enforcement officer, or to have a BAC of 0.02 percent or more. Sometimes referred to as Michigan’s “Point Oh Two” law.

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