

EXECUTIVE SUMMARY


The 1995 traffic fatality count was 1,537, up 8.3 percent from the 1994 figure of 1,419. Compared with 1994, injuries were up 2.9 percent and total crashes were up 5.8 percent. These figures translated into a death rate of 1.8 per 100 million miles of travel, up 5.9 percent from the death rate of 1.7 reported in 1994. Nationally, fatalities were up 2.1 percent.

Exposure factors in 1995 showed increases in vehicle registrations, the number of licensed drivers, and travel mileage. They included motor vehicle registrations up 1.1 percent to 7.75 million; the number of drivers up 0.9 percent to 7.73 million; and vehicle travel mileage up 0.1 percent to 85.7 billion.

Consumption of alcohol continues to be a major factor in Michigan crashes, particularly the more serious crashes. In 1995, less than 6 percent of all crashes, including property damage only, were reported to involve drinking and less than 25 percent resulted in injury or death. However, almost 50 percent of alcohol-related crashes involved injury or death, and more than 36 percent of fatal crashes involved drinking. Over 60 percent of alcohol-related fatal crashes involved only one vehicle, whereas only 30 percent of all crashes involved one vehicle.

Data on crashes in this book was obtained from 1995 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, 1996. We acknowledge, with appreciation, all involved agencies for their assistance.


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



INTRODUCTION

We are pleased to present the *1995 Michigan Traffic Crash Facts*. Many of your comments and suggestions about the 1994 version were incorporated in the 1995 version. The Subject Index in the back was expanded to help you find more quickly the data you need.

Readers should take special note of a change in the way we processed 1995 fatalities. In previous years, alcohol involvement in fatal crashes remained on the State traffic crash file just as it was reported by the investigating officer. The USDOT Fatal Accident Reporting System (FARS) file, however, was updated if a later report indicated alcohol involvement. In 1995, we made a special effort to update the State file if we later discovered (by lab reports, death records, etc.) that alcohol was present in the victim's blood at the time of death. This modification resulted in a higher number of Alcohol Involved Fatalities being reported on the State file. When compared to previous years, it may appear that alcohol involvement increased sharply, when in reality, it was a result of our updating the State traffic crash file. Accordingly, we have updated the five- and ten-year trend charts for total alcohol involved fatalities in 1992-1994.

Your comments are important to us, so please take a moment to complete the enclosed questionnaire and return it to us. We try to make this report as useful as we can. This report is also available on the internet as part of OHSP's Home Page (<http://www.ohsp.msp.state.mi.us>).



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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 in grams.
- **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")
- **MDCH** **Michigan Department of Community Health** (formerly Michigan Department of Public Health)
- **MDOS** **Michigan Department of State**
- **MDOT** **Michigan Department of Transportation** (pronounced "EM-dot")
- **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 bodily alcohol content of 0.10g or more.
- **OWI** **Operating While Impaired**. Less serious of the drinking and driving violations in Michigan. Refers to driving with bodily alcohol content levels of 0.08g or 0.09g.
- **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 and ORV/ATV 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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