

PREFACE

Special Note

As you review the 2000 Michigan Traffic Crash Facts, you will notice some graphs and charts are missing data. In addition, **the information provided for alcohol contains data for alcohol-related crashes only. This figure DOES NOT include the combined number for alcohol and drug related crashes as has been reported in prior years. Alcohol-related crash data for 2000 CANNOT be compared with prior years.**

Revisions were made to the reporting form in 2000. During the processing of 2000 crash data, errors occurred which compromised the reliability of certain data elements. These errors were not detected early enough to reprocess the entire year of traffic crash reports. Among the data elements affected was alcohol/drug related crashes, farm equipment crashes and the new driver condition data element (i.e. cell phone use, fatigue, etc.) collected for the first time in January 2000.

In addition, the state's new roadway location index was not yet completed which prevented the system from being able to identify the roadway type of some crashes. The location index will soon be ready, however, we could not delay the issuance of the 2000 book for that length of time.

In order to provide the data with which readers have become most familiar, and attempt to assure a high level of accuracy, the book retains the format used in the past. There is a note with each chart and graph that could be produced but had to be presented incomplete.

We regret any inconvenience that this may cause and assure you that the state is making every effort to assure that corrective action is taken to improve future crash data quality.

EXECUTIVE SUMMARY

The 2000 traffic fatality count was 1,382, down 0.3 percent from the 1999 figure of 1,386. Compared with 1999, injuries were down 2.2 percent and total crashes were up 2.2 percent. These figures translated into a death rate of 1.5 per 100 million miles of travel, the same as the 1999 death rate. Nationally, fatalities were up 4.1 percent.

Exposure factors in 2000 showed increases in vehicle registrations, the number of drivers on Michigan roads, and travel mileage. They included motor vehicle registrations up 1.9 percent to 8.56 million, the number of licensed drivers is up 0.9 percent to 7.04 million, and vehicle travel mileage up 2.0 percent to 94.92 billion.

Consumption of alcohol continues to be a major factor in Michigan crashes, particularly the more serious crashes. In 2000, 4.1 percent of all crashes, including property damage only, were reported to involve drinking, and 20.8 percent resulted in injury or death. However, 44.1 percent of alcohol-related crashes involved injury or death, and 32.9 percent of fatal crashes involved drinking. Over 62.2 percent of alcohol-related fatal crashes involved only one vehicle, whereas only 31.1 percent of all crashes involved one vehicle.

Data on crashes in this book was obtained from 2000 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 Community Health.

The University of Michigan Transportation Research Institute produced this publication with data on file at the Michigan Department of State Police as of June 22, 2001. We acknowledge, with appreciation, all involved agencies for their assistance.



CAUTION: The 2000 Michigan traffic crash data may not be accurate. Use for trend analysis purposes only. Refer to preface for details.

UD-10 (FRONT)

UD-10 (BACK)

MICHIGAN VEHICLE CODE
Public Act 300 of 1949

Edited by the Office of Highway Safety Planning for discussion purposes.
Editorial remarks by OHSP appear in italic print.

MCL 257.622, Amended 1967 - The driver of a motor vehicle involved in an accident that injures or kills any person, or that damages property to an apparent extent totaling \$400 or more, shall immediately report that accident at the nearest or most convenient police station, or to the nearest or most convenient police officer. The officer receiving the report, or his or her commanding officer, shall immediately forward each report to the director of State Police on forms prescribed by the director of State Police (*State of Michigan Traffic Crash Report, also known as the UD-10*). The forms shall be completed in full by the investigating officer. The director of State Police shall analyze each report relative to the cause of the reported accident and shall prepare information compiled from reports filed under this section for public use. A copy of the report . . . shall be retained for at least three years at the local police department, sheriff's department, or local state police post making the report. (*As the repository of UD-10s submitted by all Michigan law enforcement agencies, the Department of State Police microfilms all UD-10s received at its Criminal Justice Data Center. The Data Center retains a microfilm copy of UD-10s for a period including the current processing year plus the three previous years. Microfilm copies and electronic databases containing information from individual UD-10s for crashes prior to this time period are purged.*)

MCL 257.624, Amended 1980 - (1) A report required by this chapter shall not be available for use in a court action, but a report shall be for the purpose of furnishing statistical information regarding the number and cause of accidents.

(2) The Office of Highway Safety Planning (OHSP) may authorize scientific studies and research for the reduction of death, injury, and property losses. All information, records of interviews, written reports, statements, notes, memoranda, or other data collected pursuant to the scientific studies and research conducted by the state, or by other persons, agencies, or organizations authorized by OHSP shall be used solely for the purpose of medical or scientific research and shall not disclose the name or identity of a person unless the person authorizes, in writing, the use of his or her name or identity. If a subject of the research study is deceased, the executor or heir of the deceased person may authorize, in writing, the disclosure of the deceased's name or identity. The furnishing of information to OHSP or to a representative of an authorized study or research project shall not subject a person, hospital, sanitarium, rest home, nursing home, or other person or agency furnishing the information to any action for damages or other relief. The information, records, reports, statements, notes, memoranda, or other data shall not be admissible as evidence in a court or before any other tribunal, board, agency, or person. A person participating in an authorized study or research project shall not disclose, directly or indirectly, the information so obtained except in strict conformity with the research project.

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 that administers data on the mainframe computer.
- **CJIC** **Criminal Justice Information Center.** A division of the Michigan Department of State Police formerly known as the Central Records Division.
- **CRD** **Child Restraint Device.** Also called child safety seats.
- **FHWA** **Federal Highway Administration.** A part of the United States Department of Transportation.
- **GDL** **Graduated Driver Licensing**
- **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

- **Bicyclist** – “Bicycle” means a device propelled by human power upon which a person may ride, having either two or three wheels in a tandem or tricycle arrangement, all of which are over 14 inches in diameter.
- **Bus** - Any passenger-carrying vehicle designed to transport 16 or more passengers, including the driver.
- **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.
- **Drivers of Record** - Includes all valid drivers, plus any invalid drivers with any conviction; FAC/FCJ (Failure to Appear in Court/Failure to Comply with Judgment), crash involvement, or action during the listed time period.
- **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.
- **Graduated Driver Licensing** - Michigan Public Act 387 effective April 1, 1997, phasing in teenage driving privileges.
- **Had Been Drinking (HBD) Crash** - Drinking prior to the crash by a driver, pedestrian, or cyclist as reported by the police, the coroner, or other accepted authorities. Beginning with year 2000 data, the information provided for alcohol contains data for alcohol-related crashes only. This figure DOES NOT include the combined number for alcohol and drug related crashes as has been reported in prior years.
- **Harmful Event** - A harmful event is an occurrence of injury or damage.
- **Holiday** - Refers to the length of the Holiday weekend period, including the hours of 6:00 PM to midnight of the day preceding the Holiday. Please refer to the table below for the time period connected to Holidays falling on a given day of the week.



Holiday Day	Time Period		Number of Days
	From	To	
Sunday	6:00 PM FRI	- 23:59 PM MON	3 1/4
Monday	6:00 PM FRI	- 23:59 PM MON	3 1/4
Tuesday	6:00 PM FRI	- 23:59 PM TUE	4 1/4
Wednesday	6:00 PM TUE	- 23:59 PM WED	1 1/4
Thursday	6:00 PM WED	- 23:59 PM SUN	4 1/4
Friday	6:00 PM THU	- 23:59 PM SUN	3 1/4
Saturday	6:00 PM THU	- 23:59 PM SUN	3 1/4

- **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.

GLOSSARY (continued)

- **Licensed Drivers** - All valid Michigan drivers on file including; suspended, revoked, and denied drivers (as long as their license has not expired).
- **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.
- **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 injured or killed person in or on a motor vehicle, *including* the driver.
- **Passenger** - Any injured or killed person in or on a motor vehicle, *excluding* the driver.
- **Pedestrian** - Any person on foot; person on skis, skates or roller blades; rider of horse; horse and buggy (each occupant including the driver will be listed as a separate pedestrian unit); nonmotorized wheelchair.
- **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.
- **Valid Drivers** - Excludes non-valid categories such as no license, out-of-state drivers with Michigan violations, deceased, and licenses expired three months prior to Department of State run date.
- **“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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