

2004

Michigan Traffic Crash Facts



Michigan Department of State Police



This material was developed through a project funded by the Michigan Office of Highway Safety Planning and the U.S. Department of Transportation. OHSP is committed to saving lives and reducing injuries on Michigan roads through leadership, innovation, facilitation, and program support in partnership with other public and private organizations.

2004 Michigan Traffic Crash Facts

A summary of traffic crashes on Michigan roadways in calendar year 2004

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In addition, we wish to acknowledge the people working in law enforcement and public safety agencies who are responsible for gathering crash data in the field. We rely on their accurate completion of crash reports--without their attention to detail we would be unable to create, maintain, and distribute meaningful crash information.

FOREWORD

Started in 2002, a comprehensive, multi-year project using federal grant funds to improve the quality, timeliness, and accuracy of traffic crash data collection and processing continues into 2006. This includes encouraging and accepting the electronic collection of data, additional error checking and quality assurance, improved crash location and a modern computer infrastructure system.

The 2004 crash data collected and processed is in the second year of production using this new system. The overall quality of the data has been improved with reduced missing data rates and an increase in the frequency of known values. Analysis of yearly trends may be affected by this improvement.

The property damage reporting threshold for crashes in Michigan increased from \$400.00 to \$1000.00 on January 1, 2004. In the analysis of the data we do not have conclusive evidence that this caused a decrease in crash reporting.

In order to provide familiar data with the highest level of accuracy, the book retains the format used in the past, and we ask the reader to be attentive to all special notes.

Please visit www.michigantrafficcrashfacts.org for easy access to all of the 1992 through 2004 information in PDF format.

EXECUTIVE SUMMARY

The 2004 traffic fatality count was 1,159, down 9.7 percent from the 2003 figure of 1,283. Compared with 2003, injuries were down 5.6 percent and total crashes were down 4.7 percent. These figures translated into a death rate of 1.1 per 100 million miles of travel, down 15.4 percent from the 2003 death rate.

Exposure factors in 2004 showed increases in the number of drivers on Michigan roads and travel mileage, and a decrease in motor vehicle registrations. The number of licensed drivers was up 0.5 percent to 7.2 million, and vehicle miles traveled was up 1.6 percent to 101.8 billion. Motor vehicle registrations were down 1.5 percent to 8.6 million. The last time Michigan experienced a drop in motor vehicle registrations was in 1981.

Consumption of alcohol continues to be a major factor in Michigan crashes, particularly the more serious crashes. In 2004, 3.9 percent of all crashes, including property damage only, were reported to involve drinking. While 19.9 percent of all crashes resulted in injury or death, 42.0 percent of alcohol-related crashes involved injury or death. 32.0 percent of fatal crashes involved drinking.

Data on crashes in this book was obtained from 2004 Michigan Traffic Crash Report Forms (UD-10) submitted by local police departments, sheriffs, 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 April 11, 2005. We acknowledge, with appreciation, all involved agencies for their assistance.



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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 2003 - 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 \$1,000.00 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 the Department of State Police on forms prescribed by the director of the Department 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 the Department 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 under this section . . . 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 the UD-10's submitted by all Michigan law enforcement agencies, the Department of State Police processes all UD-10's received at the Criminal Justice Information Center (CJIC). The CJIC retains an electronic copy of UD-10's for ten years plus the current processing year. Electronic databases containing information from UD-10's 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 per liter or grams per milliliter depending on the test used.
- **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**
- **HNBD** **Had Not Been Drinking**
- **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**
- **MCLS** **Michigan Crash Location System**
- **MDCH** **Michigan Department of Community Health** (formerly Michigan Department of Public Health.)
- **MDOS** **Michigan Department of State**
- **MDOT** **Michigan Department of Transportation**
- **NHTSA** **National Highway Traffic Safety Administration.** A part of the United States Department of Transportation.
- **OHSP** **Office of Highway Safety Planning.** A division of the Michigan Department of State Police.
- **OWI** **Operating While Intoxicated.** Refers to a person that is driving a vehicle while either under the influence of alcohol, a controlled substance, or both; OR has a BAC of .08 or greater.
- **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**
- **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.
- **Drug-Involved Crash** – Drug use prior to the crash by a driver, pedestrian, or cyclist as reported by the police, the coroner, or other accepted authorities.
- **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

- **Ignition Interlock** - An alcohol concentration measuring device that prevents a motor vehicle from being started at any time without first determining through a deep lung sample the operator's breath alcohol level. The system shall be calibrated so that the motor vehicle may not be started if the breath alcohol level of the operator, as measured by the test, reaches a level of 0.025 grams per 210 liters of breath.
Michigan Vehicle Code, Sec. 257.6251 (6)

GLOSSARY (continued)

- **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.
- **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 \$1,000 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 \$1,000 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 of 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 that 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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