ROADWAY INJURY EXPERIENCE FOR PERSONS WHO HAD BEEN DRINKING AND/OR USING DRUGS

VEHICLE	VEHICLE SEVERITY TO		CRASHES INVOLVING Drinking, not drugs		CRASHES INVOLVING Drugs, not drinking		l	INVOLVING And Drugs	TOTAL CRASHES INVOLVING Drinking and/or drugs	
			Operator in Crash	Operator Drinking	Operator in Crash	Operator Drugs	Operator in Crash	Operator Drinking and Drugs	Operator in Crash	Operator Drinking and/or Drugs
	Total*	1,763	62	44	4	2	3	1	69	47
	Killed	21	4	2	0	0	1	0	5	2**
BICYCLISTS	Injured	1,378	49	34	4	2	2	1	55	37
	Total*	510,086	12,465	8,306	1,712	1,021	1,428	897	15,605	10,224
	Killed	540	109	89	59	45	42	34	210	168**
DRIVERS	Injured	50,603	3,025	2,291	503	348	430	309	3,958	2,948
	Total*	3,258	238	200	19	14	31	23	288	237
	Killed	107	19	16	14	10	12	10	45	36**
MOTORCYCLISTS	Injured	2,309	179	155	4	3	17	11	200	169
Ž,	Total*	341	39	37	1	1	2	2	42	40
020	Killed	6	0	0	1	1	2	2	3	3**
ORV/ ATV RIDERS	Injured	231	35	35	0	0	0	0	35	35
å	Total*	2,406	252	195	16	10	29	17	297	222
	Killed	148	33	25	4	3	11	8	48	36**
PEDESTRIANS	Injured	1,962	202	161	12	7	17	8	231	176
i.	Total*	212	27	21	1	1	1	1	29	23
	Killed	6	4	4	1	1	0	0	5	5**
SNOWMOBILERS	Injured	117	15	12	0	0	1	1	16	13

^{*}Total does include property damage only crashes



^{**}There were two bicyclists, 168 drivers, 36 motorcyclists, three ORV/ATV riders, 36 pedestrians, and five snowmobilers who were killed and coded as drinking and/or using drugs by the police officer.

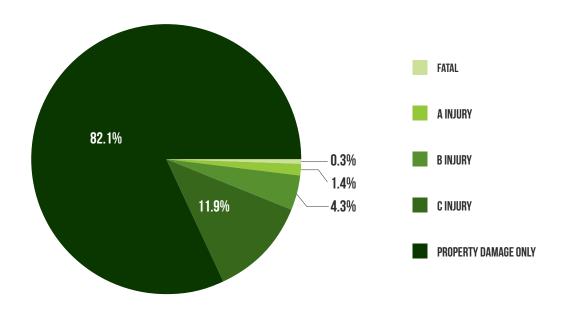
DRIVER DRINKING AND/OR USING DRUGS AND INJURY SEVERITY IN CRASH BY AGE

AGE OF DRIVER In Crash		ALL CRASHES				FATAL				INJURY			
	Drinking Only	Drugs Only	Both	Total	Drinking Only	Drugs Only	Both	Total	Drinking Only	Drugs Only	Both	Total	
13 years and under	1	0	0	1	0	0	0	0	0	0	0	0	
14 years	0	1	0	1	0	1	0	1	0	0	0	0	
15 years	5	0	1	6	0	0	0	0	3	0	0	3	
16 years	20	7	1	28	0	1	0	1	8	3	0	11	
17 years	63	13	5	81	3	0	0	3	19	7	1	27	
18 years	115	21	18	154	7	0	0	7	44	13	8	65	
19 years	188	42	23	253	2	6	1	9	78	18	13	109	
20 years	213	43	43	299	5	1	1	7	70	14	22	106	
21 - 24 years	1,622	158	154	1,934	30	10	18	58	599	65	58	722	
25 - 34 years	2,327	321	245	2,893	33	19	13	65	836	149	95	1,080	
35 - 44 years	1,465	174	0	1,801	22	11	7	40	531	65	73	669	
45 - 54 years	1,259	141	128	1,528	24	11	5	40	452	53	56	561	
55 - 64 years	693	85	81	859	10	8	4	22	263	34	37	334	
65 - 69 years	153	11	15	179	5	2	2	9	56	3	6	65	
70 - 74 years	79	6	4	89	3	2	0	5	36	2	2	40	
75 - 79 years	29	1	3	33	0	0	0	0	11	0	0	11	
80 - 84 years	20	1	2	23	0	0	0	0	8	0	0	8	
85 - 89 years	7	0	1	8	0	0	0	0	4	0	0	4	
90 years and over	2	1	0	3	1	0	0	1	0	0	0	0	
Unknown	60	5	11	76	0	0	0	0	13	2	1	16	

The driver age group 25 to 34 years represents the highest number of drinking and/or drug use in total crashes, fatal crashes, and injury crashes.

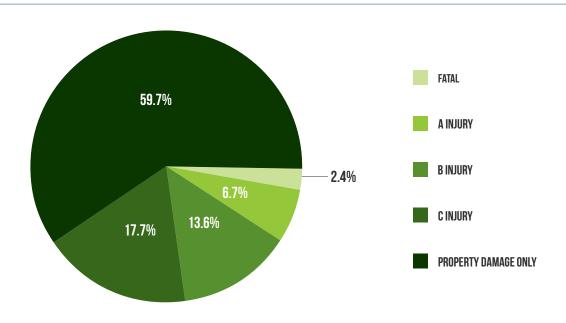


ALL CRASHES BY INJURY SEVERITY



The majority of crashes do not involve injury (82.1%). Possible (C) injury crashes represent about two thirds of those that do involve injury.

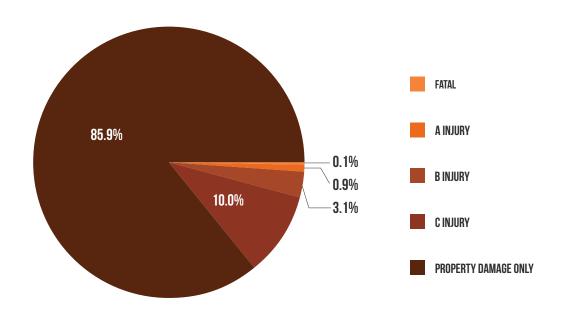
HAD-BEEN-DRINKING CRASHES BY INJURY SEVERITY



The problem of the drinking driver, pedestrian, and/or cyclist is seen by comparing the two charts on this page. For all had-been-drinking crashes, injury levels are greater, and a fatality in the crash is eight times more likely when one of the crash-involved operators is reported as had-been-drinking (HBD).

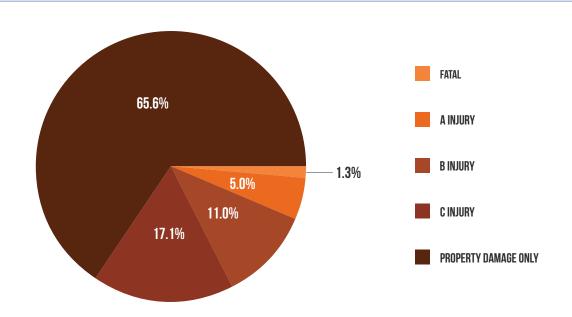


DEATH & INJURY FOR CRASH INVOLVED OCCUPANTS



The majority of occupants involved in crashes are not injured (85.9%). About 71% percent of those who are injured receive only possible (C) injuries.

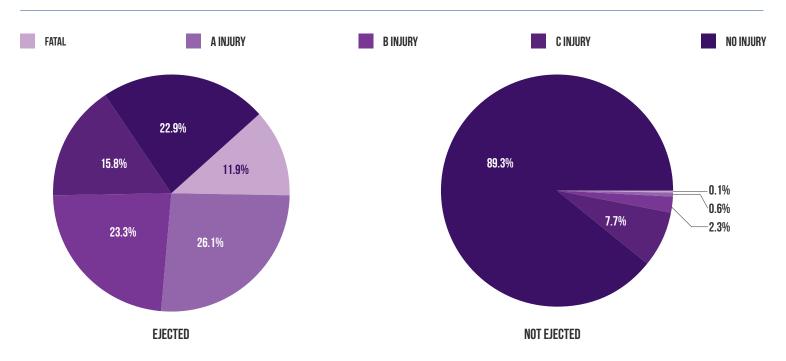
OCCUPANTS IN HAD-BEEN-DRINKING CRASHES



Crashes involving drinking tend to be more serious than nondrinking crashes. The percentage of occupant fatalities is thirteen times higher than in all crashes and the incapacitating injury level (A) is about five times higher.

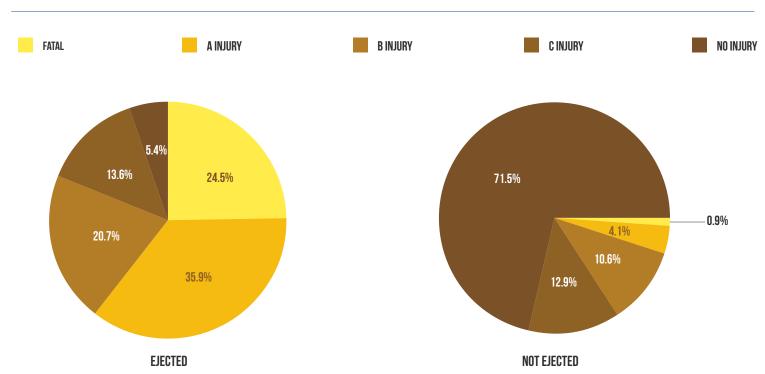


ALL DRIVERS INJURY SEVERITY - EJECTED VS. NOT EJECTED



As shown by the two charts above, death and injury are much more likely when drivers are ejected from vehicles.

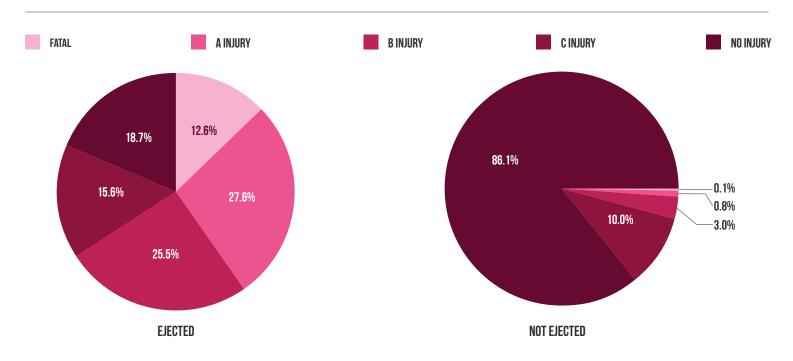
HAD-BEEN-DRINKING DRIVERS INJURY SEVERITY - EJECTED VS. NOT EJECTED



When compared to the charts above, the had-been-drinking charts demonstrate that injury severity is much worse for drivers in a crash where drinking is reported in both ejected and non-ejected events.

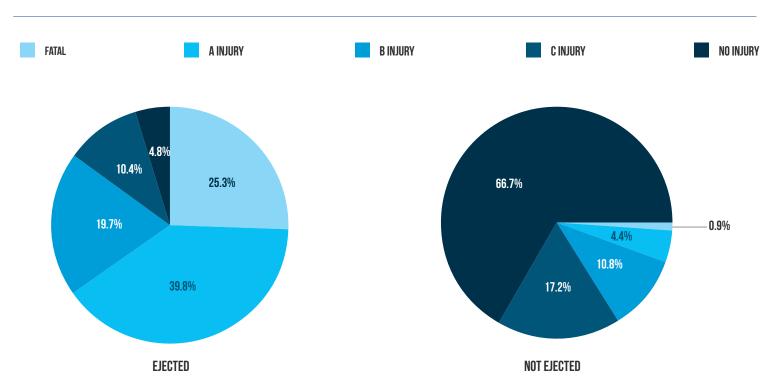


ALL OCCUPANTS CRASHES INJURY SEVERITY - EJECTED VS. NOT EJECTED



As can be seen in the two charts above, death and injury are much more likely when occupants are ejected from vehicles.

OCCUPANTS OF HAD-BEEN-DRINKING CRASHES INJURY SEVERITY - EJECTED VS. NOT EJECTED

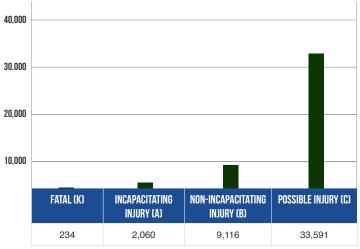


When compared to the charts above, the charts of occupants of had-been-drinking crashes demonstrate that injury severity is much worse for occupants in a crash where drinking is reported in both ejected and non-ejected events.

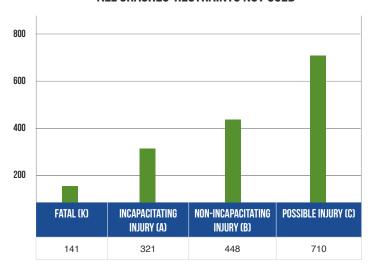


INJURY SEVERITY & RESTRAINT USE BY DRIVER INJURY

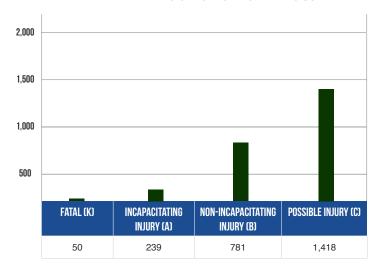




ALL CRASHES-RESTRAINTS NOT USED



HAD-BEEN DRINKING CRASHES-RESTRAINTS USED



HAD-BEEN DRINKING CRASHES-RESTRAINTS NOT USED



Note: Restraints used represent shoulder belts only used, lap belts only used, both lap and shoulder belts used, and restraint failure. Restraints not used represent no belts available and no belts used.



INJURY SEVERITY & RESTRAINT USE BY OCCUPANT INJURY

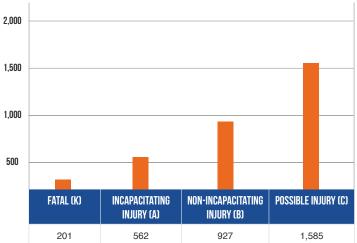




POSSIBLE INJURY (C)

44,315

ALL CRASHES-RESTRAINTS NOT USED

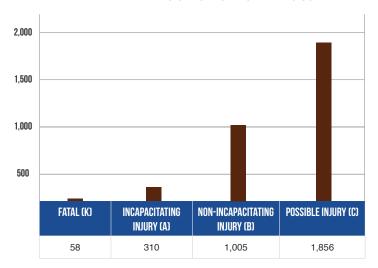


HAD-BEEN DRINKING CRASHES-RESTRAINTS USED

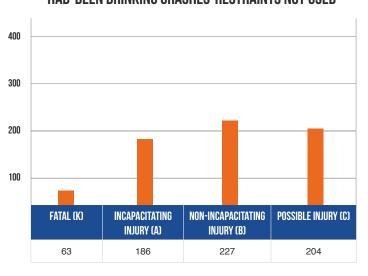
NON-INCAPACITATING

INJURY (B)

12,164



HAD-BEEN DRINKING CRASHES-RESTRAINTS NOT USED



Note: Restraints used represent shoulder belts only used, lap belts only used, both lap and shoulder belts used, child restraints used, and restraint failure. Restraints not used represent no belts available; no belts used; and child restraint not used, unavailble, or improper use.



60.000

45,000

30,000

15.000

FATAL (K)

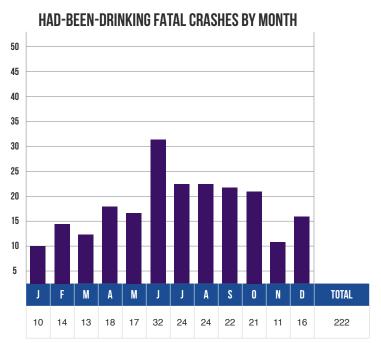
297

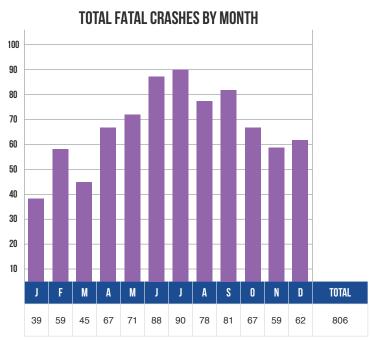
INCAPACITATING

INJURY (A)

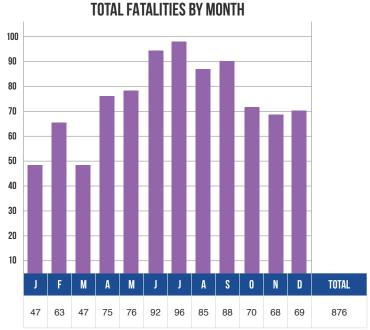
2,844

ALCOHOL INVOLVEMENT IN FATAL CRASHES







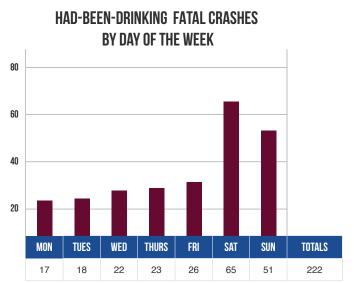


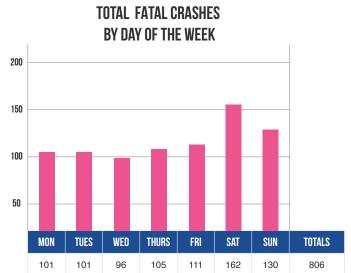
Had-been-drinking fatal crashes were highest in number during the month of June. The number of total fatal crashes (total of non-had-been-drinking and had-been-drinking fatal crashes) reached highest levels in July.

Note: An alcohol-involved fatality is any person killed in a had-been-drinking crash.

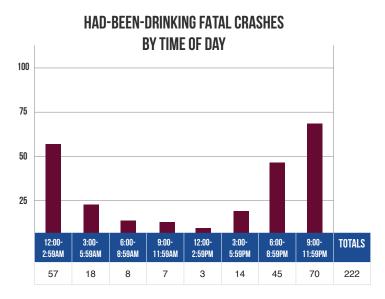


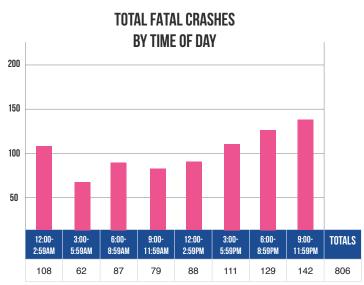
ALCOHOL INVOLVEMENT IN FATAL CRASHES (CONTINUED)





Saturday had the highest number of fatal crashes and the highest proportion (40.1%) of drinking-related fatal crashes in 2014.

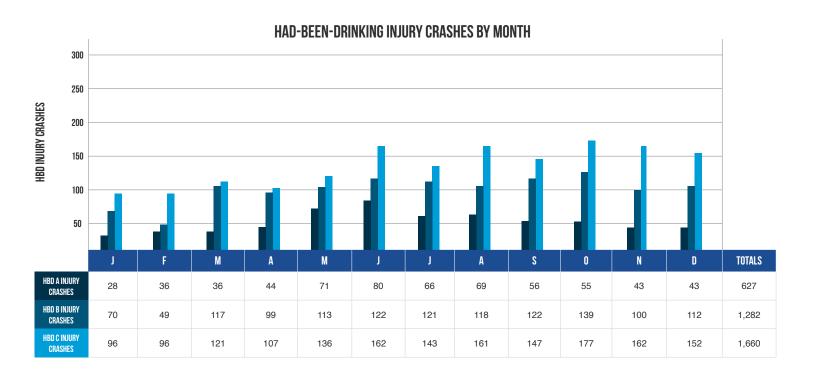


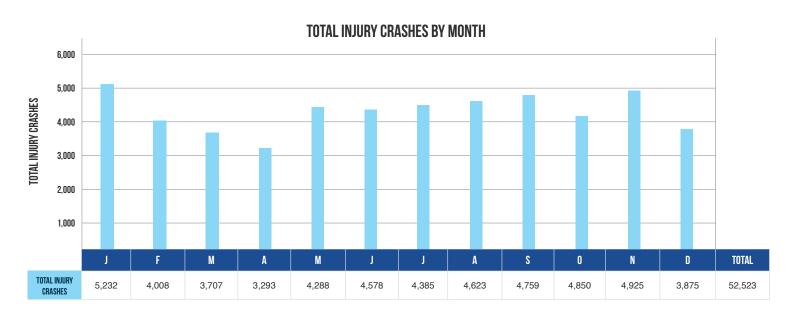


The 9:00 PM to 11:59 PM time period had the highest number of HBD fatal crashes (70) and the highest number of total fatal crashes (142).



ALCOHOL INVOLVEMENT IN INJURY CRASHES



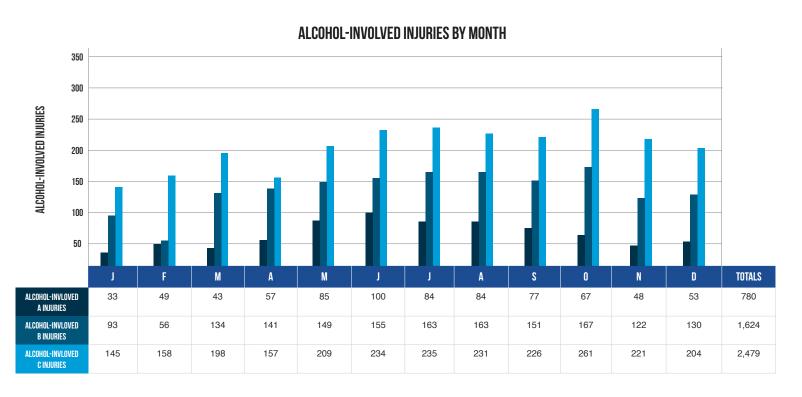


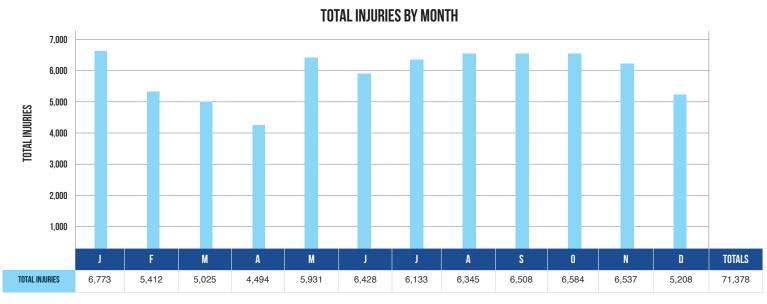
Alcohol involvement in injury crashes is an important indicator of the alcohol impaired driving problem. In 2014, the highest number of had-been-drinking injury crashes occurred in October with 371. The highest proportion of had-been-drinking injury crashes occurred in June with 8.0 percent of the injury crashes involving alcohol.

Note: An alcohol-involved fatality is any person killed in a had-been-drinking crash.



ALCOHOL INVOLVEMENT IN INJURY CRASHES (CONTINUED)

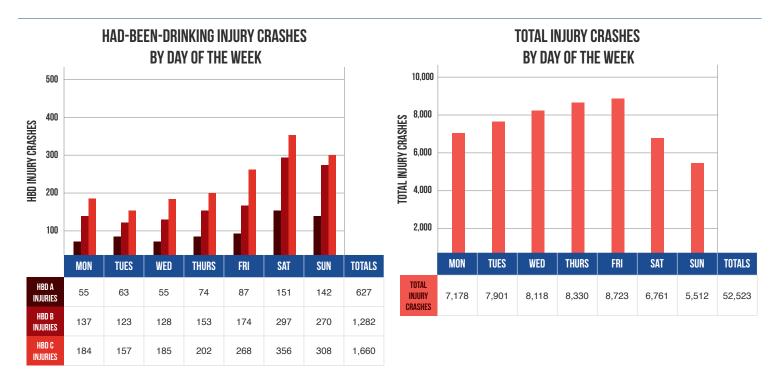




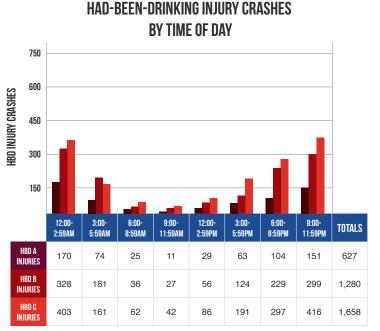
Note: An alcohol-involved fatality is any person killed in a had-been-drinking crash.

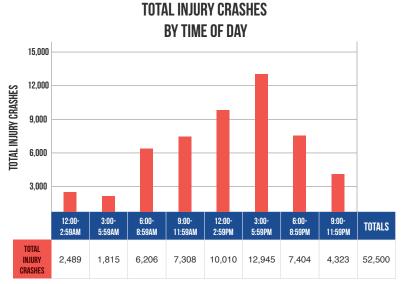


ALCOHOL INVOLVEMENT IN INJURY CRASHES (CONTINUED)



Had-been-drinking injury crashes follow the same basic trends as total crashes during the work week, but the weekend sees a dramatic increase in the proportion of had-been-drinking injury crashes to total injury crashes.





Total injury crash frequencies peak in the hours between 3:00 PM and 5:59 PM, while had-been-drinking injury crash frequencies peak between midnight and 2:59 AM (a particularly hazardous travel period). These frequencies exclude 23 injury crashes (including four had-been-drinking injury crashes) where time of day was unknown.



MALE DRIVERS BY AGE & INJURY SEVERITY IN CRASH

AGE OF DRIVER IN CRASH	MALE D	RIVERS	FA	TAL		INJURY		PROPERTY Damage
	Number	% of Total	Number	% of Total	A	В	С	ONLY
13 years and under	84	0.0	0	0.0	5	14	15	50
14 years	67	0.0	1	0.1	6	7	17	36
15 years	278	0.1	2	0.2	15	30	43	188
16 years	3,539	1.3	5	0.6	42	197	460	2,835
17 years	5,248	2.0	15	1.7	52	286	658	4,237
18 years	6,749	2.6	23	2.6	122	343	847	5,414
19 years	7,181	2.7	20	2.2	115	378	922	5,746
20 years	6,903	2.6	19	2.1	103	366	869	5,546
21 - 24 years	27,099	10.3	117	13.1	408	1,429	3,627	21,518
25 - 34 years	49,806	19.0	180	20.2	792	2,448	6,229	40,157
35 - 44 years	42,267	16.1	124	13.9	624	1,888	5,369	34,262
45 - 54 years	45,203	17.2	142	15.9	693	1,939	5,674	36,755
55 - 64 years	36,368	13.9	108	12.1	567	1,574	4,542	29,577
65 - 69 years	11,045	4.2	46	5.2	164	469	1,433	8,933
70 - 74 years	7,190	2.7	37	4.1	137	326	966	5,724
75 - 79 years	4,449	1.7	16	1.8	81	224	621	3,507
80 - 84 years	2,850	1.1	18	2.0	39	153	428	2,212
85 - 89 years	1,563	0.6	11	1.2	33	105	223	1,191
90 years and over	518	0.2	8	0.9	6	39	77	388
Unknown	3,952	1.5	1	0.1	29	106	503	3,313
Total	262,359	100.0	893	100.0	4,033	12,321	33,523	211,589

The male driver age group 25 to 34 years experienced the highest number of fatal crashes as well as the highest number of injury crashes and property damage only crashes.

Note: This table excludes 39,368 drivers of unknown gender.



MALE DRINKING DRIVERS BY AGE & INJURY SEVERITY IN CRASH

AGE OF DRINKING DRIVER In Crash	MALE D	RIVERS	FA	TAL		INJURY		PROPERTY Damage
	Number	% of Total	Number	% of Total	A	В	С	ONLY
13 years and under	1	0.0	0	0.0	0	0	0	1
14 years	0	0.0	0	0.0	0	0	0	0
15 years	6	0.1	0	0.0	1	2	0	3
16 years	15	0.2	0	0.0	1	1	3	10
17 years	48	0.7	3	1.9	1	5	8	31
18 years	90	1.3	5	3.2	14	11	11	49
19 years	156	2.3	3	1.9	8	26	31	88
20 years	182	2.7	4	2.5	12	33	20	113
21 - 24 years	1,343	20.0	42	26.6	82	215	214	790
25 - 34 years	1,837	27.3	35	22.2	122	241	319	1,120
35 - 44 years	1,136	16.9	23	14.6	66	165	199	683
45 - 54 years	1,015	15.1	20	12.7	84	129	181	601
55 - 64 years	611	9.1	12	7.6	48	79	111	361
65 - 69 years	136	2.0	7	4.4	9	14	28	78
70 - 74 years	69	1.0	3	1.9	3	11	18	34
75 - 79 years	25	0.4	0	0.0	1	4	5	15
80 - 84 years	19	0.3	0	0.0	0	3	3	13
85 - 89 years	5	0.1	0	0.0	0	1	1	3
90 years and over	1	0.0	1	0.6	0	0	0	0
Unknown	26	0.4	0	0.0	1	1	6	18
Total	6,721	100.0	158	100.0	453	941	1,158	4,011

The male drinking driver age group 21 to 24 years experienced the highest number of fatal crashes. The male drinking driver age group 25 to 34 years experienced the highest number of crashes for injury crashes and property damage only crashes.

Note: This table excludes 36 unknown gender drinking drivers.



FEMALE DRIVERS BY AGE & INJURY SEVERITY IN CRASH

AGE OF DRIVER IN CRASH	FEMALE	DRIVERS	FA	TAL		INJURY		PROPERTY Damage
	Number	% of Total	Number	% of Total	А	В	С	ONLY
13 years and under	31	0.0	0	0.0	2	4	3	22
14 years	50	0.0	0	0.0	5	5	6	34
15 years	256	0.1	0	0.0	8	18	30	200
16 years	3,329	1.6	2	0.6	37	197	482	2,611
17 years	4,707	2.3	7	2.2	52	238	668	3,742
18 years	5,556	2.7	6	1.9	80	259	846	4,365
19 years	5,836	2.8	7	2.2	85	282	879	4,583
20 years	5,877	2.8	11	3.5	66	267	897	4,636
21 - 24 years	23,715	11.4	39	12.4	256	1,084	3,624	18,712
25 - 34 years	41,565	19.9	55	17.5	494	1,849	6,309	32,858
35 - 44 years	35,119	16.9	46	14.6	428	1,417	5,264	27,964
45 - 54 years	34,352	16.5	49	15.6	378	1,376	5,104	27,445
55 - 64 years	26,213	12.6	36	11.4	293	1,121	3,947	20,816
65 - 69 years	7,776	3.7	15	4.8	105	309	1,194	6,153
70 - 74 years	5,044	2.4	9	2.9	68	254	747	3,966
75 - 79 years	3,243	1.6	12	3.8	52	165	463	2,551
80 - 84 years	2,142	1.0	14	4.4	38	127	298	1,665
85 - 89 years	1,175	0.6	6	1.9	15	90	187	877
90 years and over	355	0.2	1	0.3	7	29	47	271
Unknown	2,018	1.0	0	0.0	11	48	240	1,719
Total	208,359	100.0	315	100.0	2,480	9,139	31,235	165,190

The female driver age group 25 to 34 years experienced the highest number of fatal crashes as well as the highest number of injury crashes and property damage only crashes.

Note: This table excludes 39,368 drivers of unknown gender.



FEMALE DRINKING DRIVERS BY AGE & INJURY SEVERITY IN CRASH

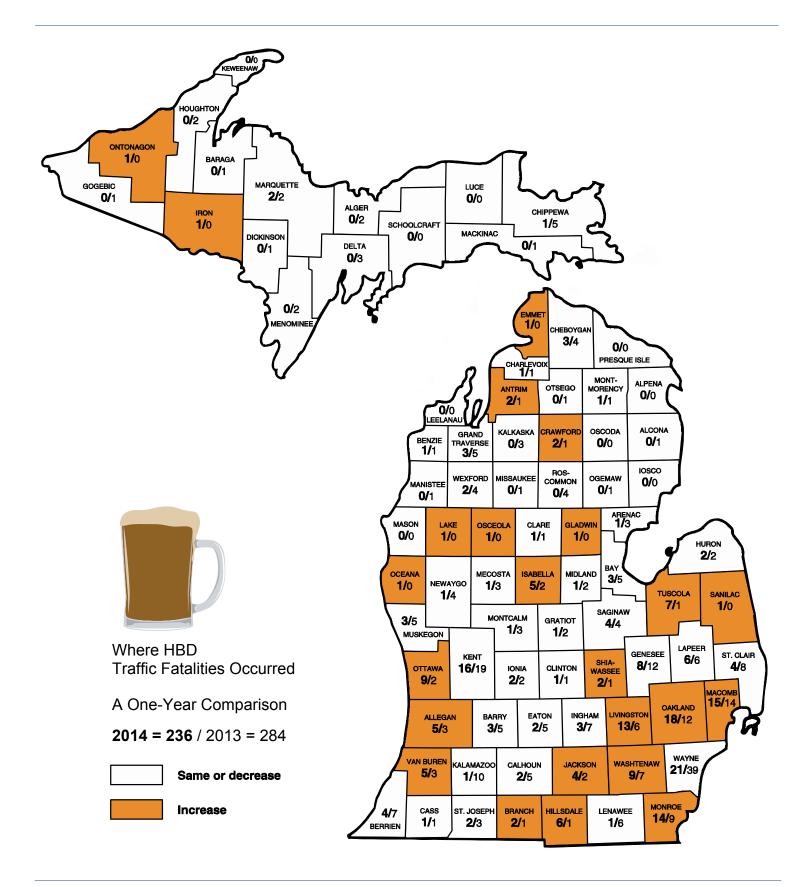
AGE OF DRINKING DRIVER In Crash	FEMALE	DRIVERS	FA	TAL		INJURY		PROPERTY Damage
	Number	% of Total	Number	% of Total	А	В	С	ONLY
13 years and under	0	0.0	0	0.0	0	0	0	0
14 years	0	0.0	0	0.0	0	0	0	0
15 years	0	0.0	0	0.0	0	0	0	0
16 years	6	0.2	0	0.0	1	1	1	3
17 years	20	0.8	0	0.0	3	1	2	14
18 years	43	1.7	2	5.3	2	6	8	25
19 years	55	2.2	0	0.0	2	15	9	29
20 years	74	3.0	2	5.3	6	6	15	45
21 - 24 years	433	17.6	6	15.8	11	48	87	281
25 - 34 years	735	29.9	11	28.9	48	83	118	475
35 - 44 years	491	20.0	6	15.8	28	61	85	311
45 - 54 years	372	15.1	9	23.7	15	36	63	249
55 - 64 years	163	6.6	2	5.3	10	22	30	99
65 - 69 years	32	1.3	0	0.0	2	4	5	21
70 - 74 years	14	0.6	0	0.0	1	2	3	8
75 - 79 years	7	0.3	0	0.0	0	0	1	6
80 - 84 years	3	0.1	0	0.0	0	1	1	1
85 - 89 years	3	0.1	0	0.0	0	0	2	1
90 years and over	1	0.0	0	0.0	0	0	0	1
Unknown	9	0.4	0	0.0	0	0	1	8
Total	2,461	100.0	38	100.0	129	286	431	1,577

The female drinking driver age group 25 to 34 years experienced the highest number of fatal crashes as well as the highest number of injury crashes and property damage only crashes.

Note: This table excludes 36 unknown gender drinking drivers.



TRAFFIC FATALITIES WITH DRINKING INVOLVEMENT BY COUNTY





COUNTY RANKING BY HBD FATAL CRASH RATE

