



Office of Highway Safety Planning

2014

**MTCF**  
Michigan Traffic  
Crash Facts

# Michigan Traffic Crash Facts

## Reporting Criteria

Please pay particular attention to the wording when interpreting the three levels of data gathered for this report.

### Crash

The Crash Level analyzes data related to crash events and returns one result per crash.

Examples: Time, weather, and location.

### Units

The Units Level analyzes the experience of the units in the crash and returns one result per vehicle, driver, pedestrian, bicyclist, or train.

Examples: Vehicle type, driver condition, and unit events.

### People

The People Level analyzes the experience of the people involved in the crash and returns one result per occupant/person/party.

Examples: Age, injury severity, and seat belt or helmet use.

### **KABCO Injury Indicator:**

K = Killed

A = Incapacitating Injury

B = Non-incapacitating Injury

C = Possible Injury

O = No Injury

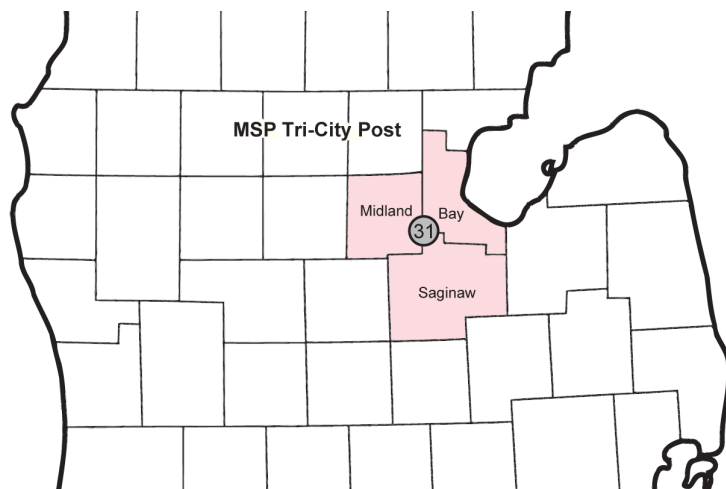
Property Damage Only (PDO)



## Michigan State Police (MSP) Post 31 - Bay City (Tri-City)

### 2014 Traffic Crash Data & 2010-2014 5-Year Trends

Post 31 is comprised of Bay, Midland, and Saginaw counties. Trend tables for this report are based on those counties.



### Sources:

The crashes in this report occurred on public roadways in Michigan and resulted in injuries, fatalities, or property damage (with \$1,000 as a reporting threshold). The information was gathered from Michigan Traffic Crash Report Forms (UD-10) submitted by local police departments, sheriff's offices, and the Michigan State Police. Other related information was obtained from the departments of Transportation, State, and Community Health.

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## Post 31 Experience

In 2014:

There were 17,225 drivers involved in 10,615 motor vehicle crashes in MSP Post 31. Of those crashes, 23 were classified as fatal, resulting in 25 fatalities. An additional 2,378 persons were injured.

Post 31 experienced the highest number of motor vehicle crashes (1,227) in January, the highest number of fatal crashes (5) and the highest number of persons killed (5) in June.

Michigan driver statistics indicate 6.5 percent of licensed drivers in Post 31 were age 16-20, and 12.4 percent of drivers in crashes were also in that age group.

## 2014 - Crashes and Injuries by Month

Month	Crashes				Persons	
	Total	Fatal	Injury	Property Damage Only (PDO)	Fatalities	Injuries
January	1,227	3	174	1,050	3	205
February	999	2	135	862	3	177
March	807	1	126	680	1	175
April	619	3	105	511	3	143
May	743	0	156	587	0	206
June	814	5	165	644	5	220
July	707	1	144	562	1	200
August	698	4	165	529	4	205
September	847	0	166	681	0	242
October	1,094	0	153	941	0	211
November	1,222	2	146	1,074	2	189
December	838	2	142	694	3	205
<b>Total</b>	<b>10,615</b>	<b>23</b>	<b>1,777</b>	<b>8,815</b>	<b>25</b>	<b>2,378</b>

## 2014 - Driver Statistics

Age Group	Statewide			Driver Rates	
	2014 Population	Licensed Drivers	Drivers in Crashes	Per 10k Population	Per 10k Licensed
0 - 15	73,160	2,060	21	2.9	101.9
16 - 20	25,319	18,526	2,142	846.0	1,156.2
21 - 24	21,608	19,077	1,827	845.5	957.7
25 - 64	197,711	183,464	10,330	522.5	563.1
65 +	66,820	59,920	1,898	284.0	316.8
Unknown	--	--	1,007	--	--
<b>Total</b>	<b>384,618</b>	<b>283,047</b>	<b>17,225</b>	<b>447.8</b>	<b>608.6</b>

## 2014 - Vehicles in Crashes

Vehicle Type	Motor Vehicles		Fatal Crashes		Injury Crashes	PDO Crashes
	Number of Vehicles	% of Total	Number	% of Total	Number	Number
Passenger car & station wagon	12,883	74.8	22	55.0	2,260	10,601
Van & motorhome	766	4.4	2	5.0	142	622
Pickup truck	2,488	14.4	7	17.5	408	2,073
Small truck under 10,000 lbs. GVWR	345	2.0	0	0.0	70	275
Cycle	117	0.7	2	5.0	88	27
Moped	12	0.1	0	0.0	12	0
Go Cart	0	0.0	0	0.0	0	0
Snowmobile	1	0.0	0	0.0	0	1
Off-Road Vehicle (ORV) & All-Terrain Vehicle (ATV)	6	0.0	0	0.0	5	1
Other	63	0.4	0	0.0	10	53
Truck/bus over 10,000 lbs.	329	1.9	7	17.5	72	250
Unknown	215	1.2	0	0.0	17	198
<b>Total</b>	<b>17,225</b>	<b>100.0</b>	<b>40</b>	<b>100.0</b>	<b>3,084</b>	<b>14,101</b>

## MSP Post 31 - Bay City (Tri-City) (continued)

### 5-Year Trend - Crashes by Month

Month	2010		2011		2012		2013		2014	
	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes
January	1,009	2	1,189	2	1,089	0	1,034	3	1,227	3
February	1,044	4	1,029	3	970	3	993	1	999	2
March	768	4	825	3	696	6	819	4	807	1
April	715	2	702	5	632	1	770	2	619	3
May	915	5	793	6	812	3	865	5	743	0
June	887	2	847	3	789	2	751	4	814	5
July	837	6	839	5	739	5	714	2	707	1
August	884	3	784	8	748	5	757	4	698	4
September	868	4	852	3	852	7	838	4	847	0
October	1,194	5	1,128	5	1,045	8	1,034	2	1,094	0
November	1,040	2	1,182	2	1,035	4	1,295	1	1,222	2
December	1,344	0	957	0	941	3	1,314	2	838	2
<b>Total</b>	<b>11,505</b>	<b>39</b>	<b>11,127</b>	<b>45</b>	<b>10,348</b>	<b>47</b>	<b>11,184</b>	<b>34</b>	<b>10,615</b>	<b>23</b>

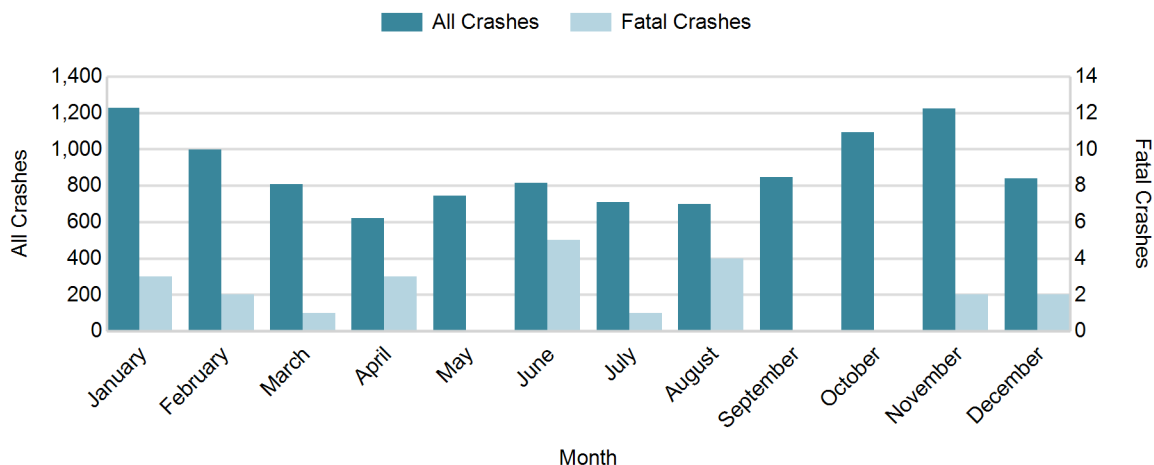
Note: † Indicates that the highest number of total crashes reported in the 5-year period occurred in the same month

### 5-Year Trend - Crashes by Day of Week

Day	2010		2011		2012		2013		2014	
	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes
Monday	1,774	6	1,609	8	1,405	2	1,759	5	1,413	3
Tuesday	1,790	6	1,803	8	1,515	9	1,715	2	1,612	4
Wednesday	1,807	3	1,629	3	1,515	6	1,606	4	1,768	1
Thursday	1,697	5	1,618	6	1,537	6	1,739	2	1,576	2
Friday	1,808	8	1,768	5	2,010	9	1,813	5	1,812	4
Saturday	1,415	6	1,504	8	1,227	9	1,326	10	1,296	5
Sunday	1,214	5	1,196	7	1,139	6	1,226	6	1,138	4
<b>Total</b>	<b>11,505</b>	<b>39</b>	<b>11,127</b>	<b>45</b>	<b>10,348</b>	<b>47</b>	<b>11,184</b>	<b>34</b>	<b>10,615</b>	<b>23</b>

Note: † Indicates that the highest number of total crashes reported in the 5-year period occurred on the same day of the week

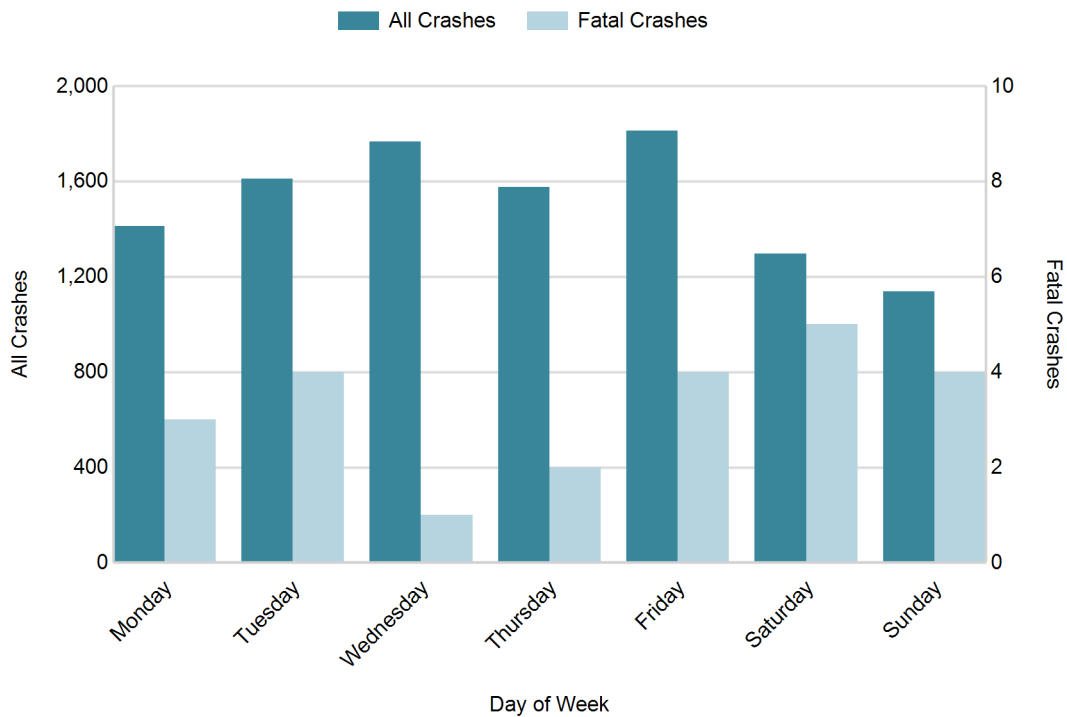
### 2014 Crashes by Month



## 2014 - Crashes by Day of Week

Day	All Crashes		Fatal Crashes		Injury Crashes			PDO Crashes
	Number	% of Total	Number	% of Fatal	A	B	C	Number
Monday	1,413	13.3	3	13.0	11	41	182	1,176
Tuesday	1,612	15.2	4	17.4	18	49	170	1,371
Wednesday	1,768	16.7	1	4.3	19	68	228	1,452
Thursday	1,576	14.8	2	8.7	23	80	181	1,290
Friday	1,812	17.1	4	17.4	26	69	218	1,495
Saturday	1,296	12.2	5	21.7	14	66	139	1,072
Sunday	1,138	10.7	4	17.4	22	50	103	959
<b>Total</b>	<b>10,615</b>	<b>100.0</b>	<b>23</b>	<b>100.0</b>	<b>133</b>	<b>423</b>	<b>1,221</b>	<b>8,815</b>

## 2014 Day of Week and Severity



## MSP Post 31 - Bay City (Tri-City) (continued)

### 5-Year Trend - Crashes by Weekday and Weekend

Portion of Week	2010		2011		2012		2013		2014	
	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes
Weekday	8,876	28	8,427	30	7,982	32	8,632	18	8,181	14
Weekend	2,629	11	2,700	15	2,366	15	2,552	16	2,434	9
<b>Total</b>	<b>11,505</b>	<b>39</b>	<b>11,127</b>	<b>45</b>	<b>10,348</b>	<b>47</b>	<b>11,184</b>	<b>34</b>	<b>10,615</b>	<b>23</b>

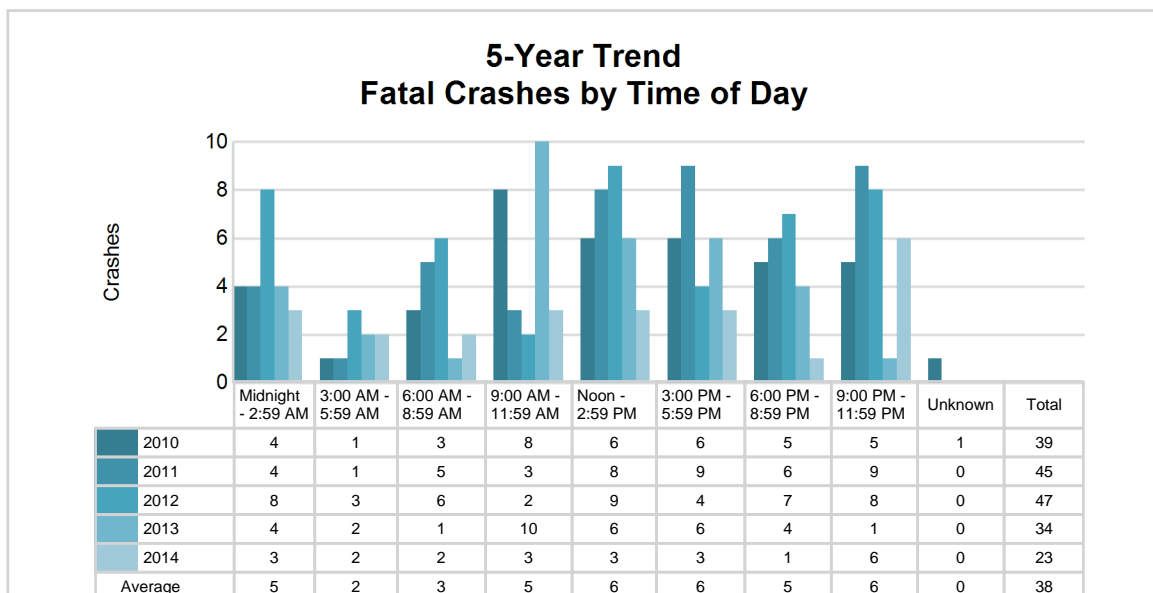
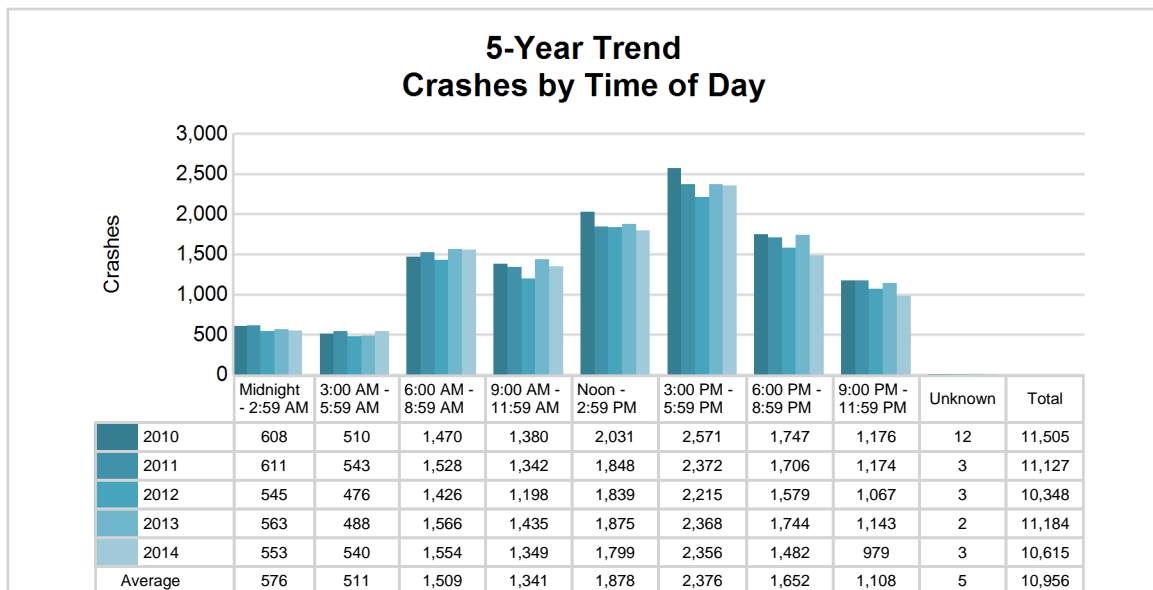
### 5-Year Crash Trends by Weekday (Monday - Friday) and Weekend (Saturday & Sunday)



## 5-Year Trend - Crashes by Time of Day

Time of Day	2010		2011		2012		2013		2014	
	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes
Midnight - 2:59 AM	608	4	611	4	545	8	563	4	553	3
3:00 AM - 5:59 AM	510	1	543	1	476	3	488	2	540	2
6:00 AM - 8:59 AM	1,470	3	1,528	5	1,426	6	1,566	1	1,554	2
9:00 AM - 11:59 AM	1,380	8	1,342	3	1,198	2	1,435	10	1,349	3
Noon - 2:59 PM	2,031	6	1,848	8	1,839	9	1,875	6	1,799	3
3:00 PM - 5:59 PM	2,571 †	6	2,372 †	9	2,215 †	4	2,368 †	6	2,356 †	3
6:00 PM - 8:59 PM	1,747	5	1,706	6	1,579	7	1,744	4	1,482	1
9:00 PM - 11:59 PM	1,176	5	1,174	9	1,067	8	1,143	1	979	6
Unknown	12	1	3	0	3	0	2	0	3	0
<b>Total</b>	<b>11,505</b>	<b>39</b>	<b>11,127</b>	<b>45</b>	<b>10,348</b>	<b>47</b>	<b>11,184</b>	<b>34</b>	<b>10,615</b>	<b>23</b>

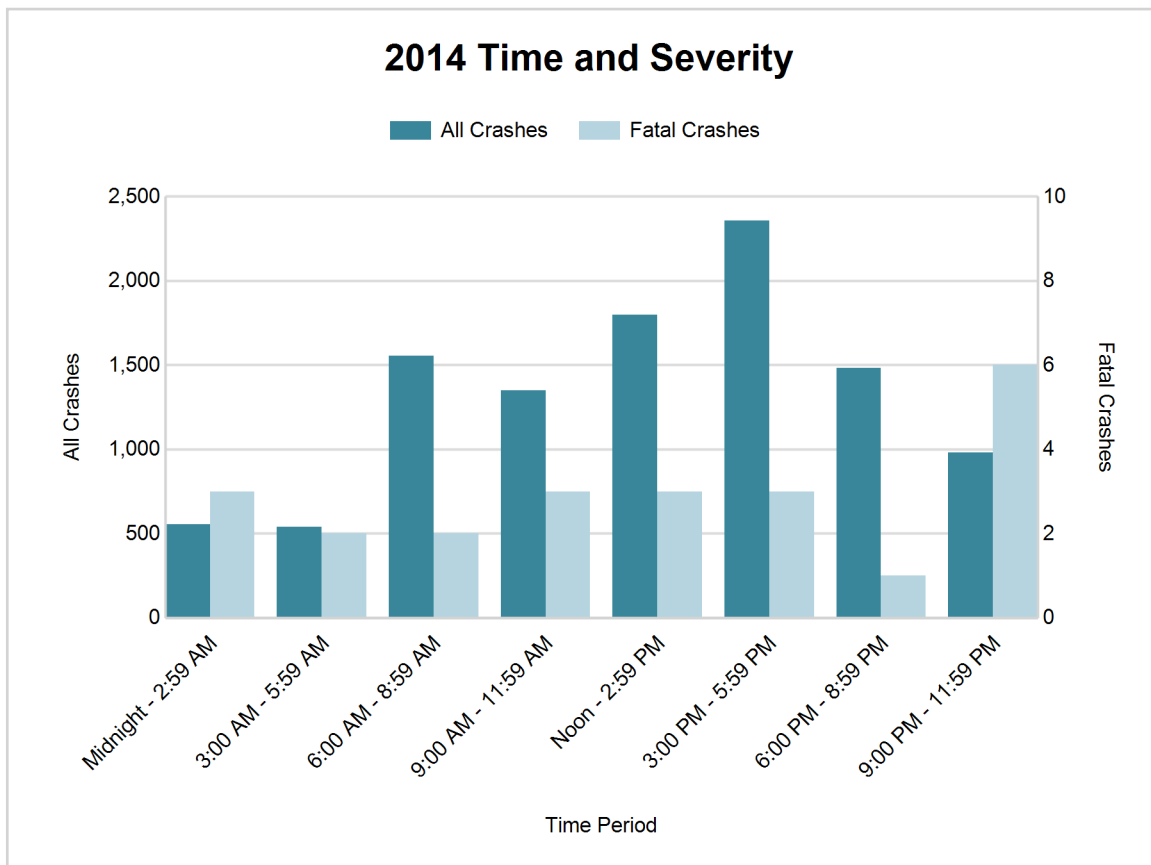
Note: † Indicates that the highest number of total crashes reported in the 5-year period occurred in the same time period



## MSP Post 31 - Bay City (Tri-City) (continued)

### 2014 - Time and Severity

Time of Day	All Crashes		Fatal Crashes		Injury Crashes			PDO Crashes
	Number	% of Total	Number	% of Fatal	A	B	C	Number
Midnight - 2:59 AM	553	5.2	3	13.0	9	29	38	474
3:00 AM - 5:59 AM	540	5.1	2	8.7	6	22	34	476
6:00 AM - 8:59 AM	1,554	14.6	2	8.7	17	38	148	1,349
9:00 AM - 11:59 AM	1,349	12.7	3	13.0	16	53	177	1,100
Noon - 2:59 PM	1,799	16.9	3	13.0	23	106	249	1,418
3:00 PM - 5:59 PM	2,356	22.2	3	13.0	28	88	332	1,905
6:00 PM - 8:59 PM	1,482	14.0	1	4.3	18	47	156	1,260
9:00 PM - 11:59 PM	979	9.2	6	26.1	16	40	87	830
Unknown	3	0.0	0	0.0	0	0	0	3
<b>Total</b>	<b>10,615</b>	<b>100.0</b>	<b>23</b>	<b>100.0</b>	<b>133</b>	<b>423</b>	<b>1,221</b>	<b>8,815</b>

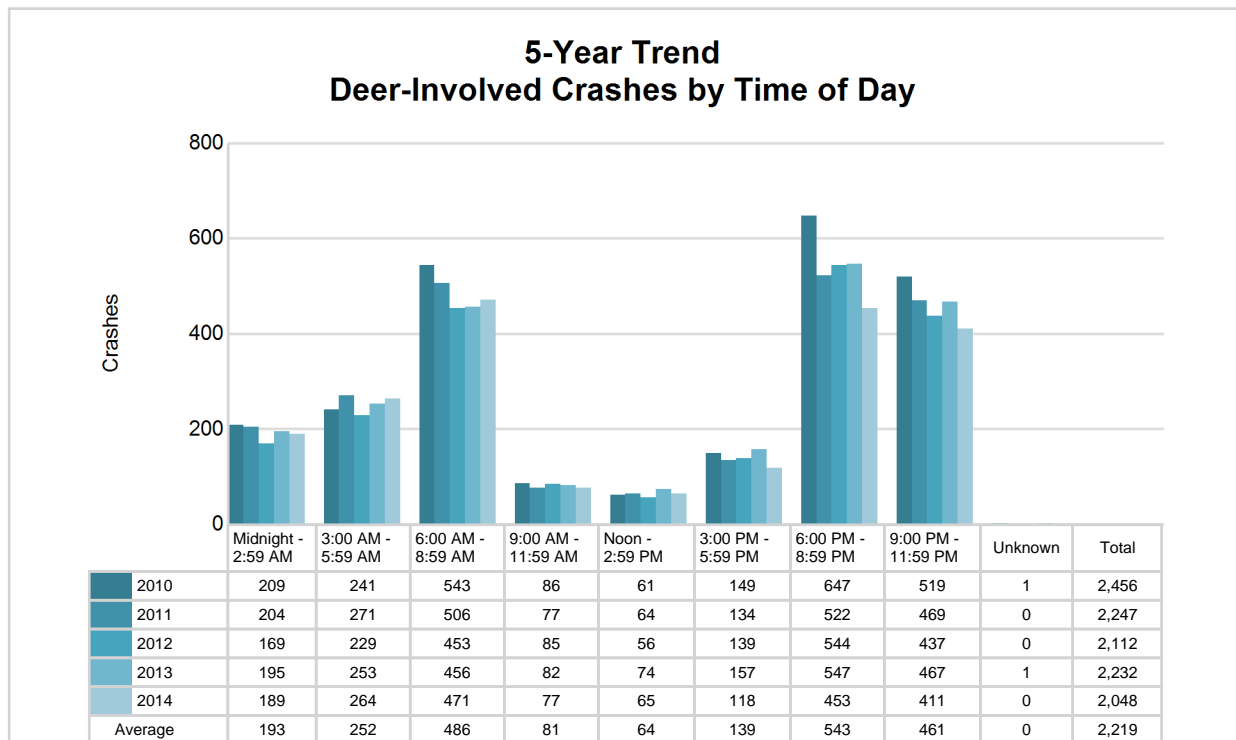




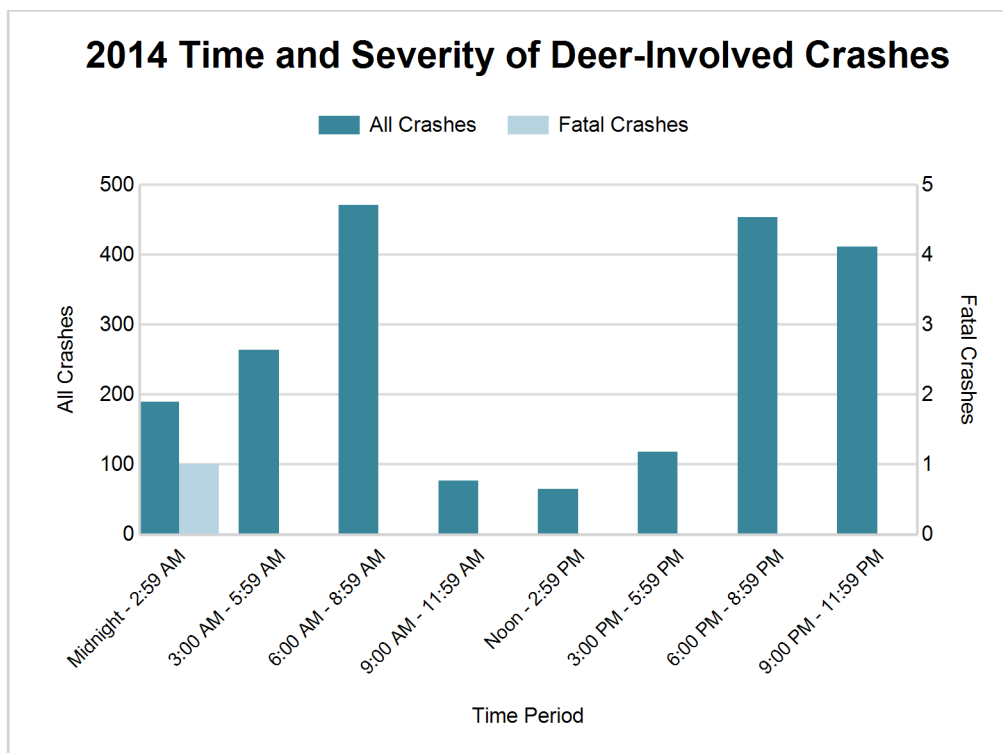
## 5-Year Trend - Deer-Involved Crashes by Time of Day

Time of Day	2010		2011		2012		2013		2014	
	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes
Midnight - 2:59 AM	209	0	204	0	169	0	195	0	189	1
3:00 AM - 5:59 AM	241	0	271	0	229	0	253	0	264	0
6:00 AM - 8:59 AM	543	0	506	0	453	0	456	0	471	0
9:00 AM - 11:59 AM	86	0	77	0	85	0	82	0	77	0
Noon - 2:59 PM	61	0	64	0	56	0	74	0	65	0
3:00 PM - 5:59 PM	149	0	134	0	139	1	157	0	118	0
6:00 PM - 8:59 PM	647	1	522	0	544	0	547	0	453	0
9:00 PM - 11:59 PM	519	0	469	0	437	0	467	0	411	0
Unknown	1	0	0	0	0	0	1	0	0	0
<b>Total</b>	<b>2,456</b>	<b>1</b>	<b>2,247</b>	<b>0</b>	<b>2,112</b>	<b>1</b>	<b>2,232</b>	<b>0</b>	<b>2,048</b>	<b>1</b>

Note: † Indicates that the highest number of total crashes reported in the 5-year period occurred in the same time period



## MSP Post 31 - Bay City (Tri-City) (continued)



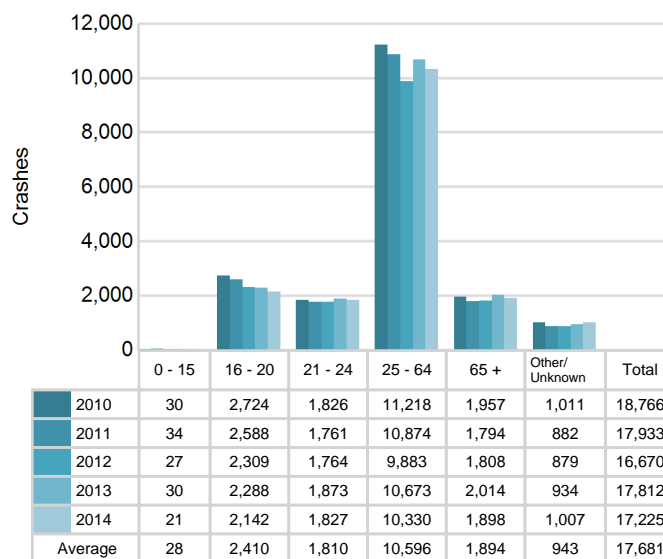
### 2014 - Reported Motor Vehicle Crashes by County

County	Crashes											Persons	
	Total	Fatal	Injury	Property Damage	Inter-state	US Route	State Route	Local Street	Alcohol-Involved	Drug-Involved	Deer-Involved	Fatalities	Injuries
Bay	2,855	9	518	2,328	276	154	865	1,560	120	32	426	10	657
Midland	2,472	6	363	2,103	0	301	419	1,752	67	10	791	6	480
Saginaw	5,288	8	896	4,384	577	0	1,918	2,793	194	41	831	9	1,241
<b>Total</b>	<b>10,615</b>	<b>23</b>	<b>1,777</b>	<b>8,815</b>	<b>853</b>	<b>455</b>	<b>3,202</b>	<b>6,105</b>	<b>381</b>	<b>83</b>	<b>2,048</b>	<b>25</b>	<b>2,378</b>

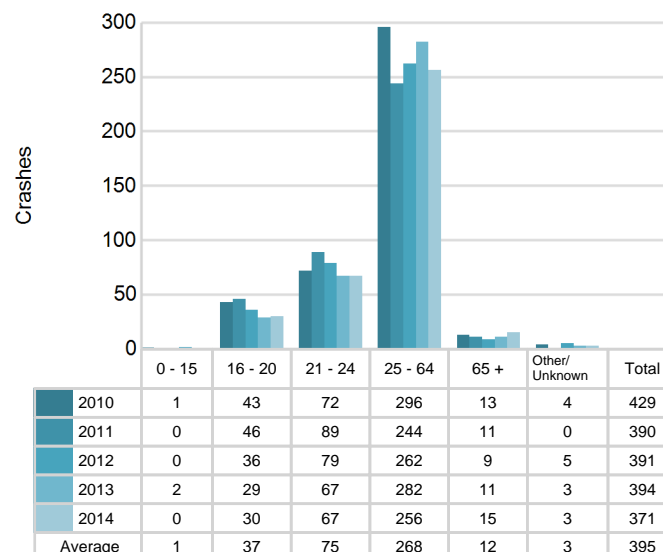
## 5-Year Trend - Drivers in Crashes Coded Drinking by Driver Age

Driver Age	2010		2011		2012		2013		2014	
	Total Drivers in Crashes	Total Drivers Coded Drinking	Total Drivers in Crashes	Total Drivers Coded Drinking	Total Drivers in Crashes	Total Drivers Coded Drinking	Total Drivers in Crashes	Total Drivers Coded Drinking	Total Drivers in Crashes	Total Drivers Coded Drinking
0 - 15	30	1	34	0	27	0	30	2	21	0
16 - 20	2,724	43	2,588	46	2,309	36	2,288	29	2,142	30
21 - 24	1,826	72	1,761	89	1,764	79	1,873	67	1,827	67
25 - 64	11,218	296	10,874	244	9,883	262	10,673	282	10,330	256
65 +	1,957	13	1,794	11	1,808	9	2,014	11	1,898	15
Unknown	1,011	4	882	0	879	5	934	3	1,007	3
<b>Total</b>	<b>18,766</b>	<b>429</b>	<b>17,933</b>	<b>390</b>	<b>16,670</b>	<b>391</b>	<b>17,812</b>	<b>394</b>	<b>17,225</b>	<b>371</b>

### 5-Year Trend Total Drivers in Crashes by Age



### 5-Year Trend Total Drivers Coded Drinking by Age



# MSP Post 31 - Bay City (Tri-City) (continued)

## 2014 - Bodily Alcohol Concentration (BAC) Results Among All Vehicle Drivers in Alcohol-Involved Crashes by Age

Age Group	Drivers				BAC Result Range for Drivers Coded Drinking				
	Total Drivers in Alcohol-Involved Crashes	Total Drivers Tested in all Crashes	Total Drivers Coded Drinking, Tested	Total Drivers Coded Drinking	BAC = 0.00	BAC 0.01 g/dL to 0.07 g/dL	BAC 0.08 g/dL to 0.16 g/dL	BAC 0.17 g/dL and Above	BAC Not Reported
0 - 15	0	0	0	0	0	0	0	0	0
16 - 20	40	37	27	30	1	4	9	4	12
21 - 24	80	64	53	67	0	1	26	12	28
25 - 64	328	283	213	256	1	13	61	75	106
65 +	23	32	13	15	0	4	4	1	6
Unknown	29	0	0	3	0	0	0	0	3
<b>Total</b>	<b>500</b>	<b>416</b>	<b>306</b>	<b>371</b>	<b>2</b>	<b>22</b>	<b>100</b>	<b>92</b>	<b>155</b>

Notes: BAC measured in grams (g) per deciliter (dL).

BAC may not be reported if drivers are not tested or if the results are not available immediately (as in the case of a blood test).

A driver may be coded by the officer as drinking even though no test is administered.

## Alcohol-Involved Crashes

In 2014, there were 500 drivers in alcohol-involved crashes; 371 (74.2%) of those drivers were coded as had-been-drinking by the officer on the crash form.

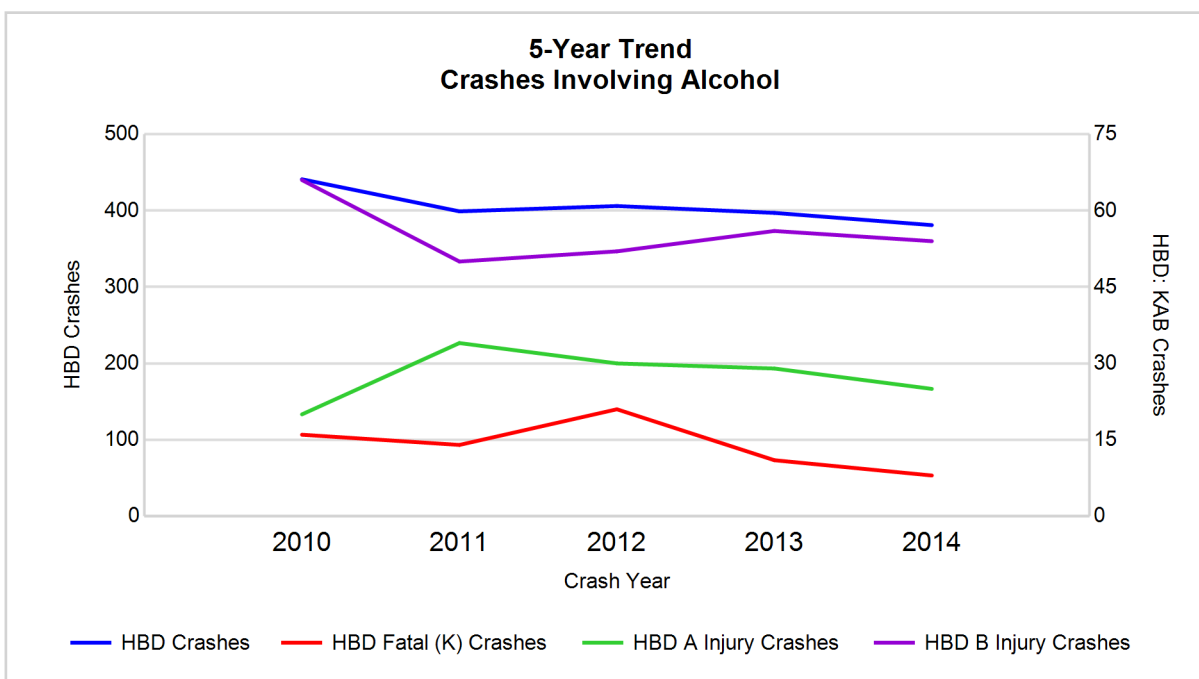
- 192 (51.8%) of the 371 drivers had a blood alcohol concentration (BAC) of 0.08 g/dL (grams per deciliter) or greater, and 92 (47.9%) of the 192 drivers had a BAC at or above 0.17 g/dL.
- 306 (82.5%) of the 371 drivers were coded as had-been-drinking and were tested for alcohol consumption.

## 5-Year Trend - Crashes Involving Alcohol

Year	All Crashes	HBD Crashes	% HBD	Fatal Crashes	HBD Fatal Crashes	% HBD	A Injury Crashes	HBD A Injury Crashes	% HBD	B Injury Crashes	HBD B Injury Crashes	% HBD
2010	11,505	441	3.8	39	16	41.0	139	20	14.4	534	66	12.4
2011	11,127	399	3.6	45	14	31.1	160	34	21.3	533	50	9.4
2012	10,348	406	3.9	47	21	44.7	150	30	20.0	437	52	11.9
2013	11,184	397	3.5	34	11	32.4	156	29	18.6	465	56	12.0
2014	10,615	381*	3.6	23*	8*	34.8	133*	25	18.8	423*	54	12.8**

Note: \* Indicates that the most recent year is the lowest number or percentage reported in the 5-year period in that column

\*\* Indicates that the most recent year is the highest number or percentage reported in the 5-year period in that column



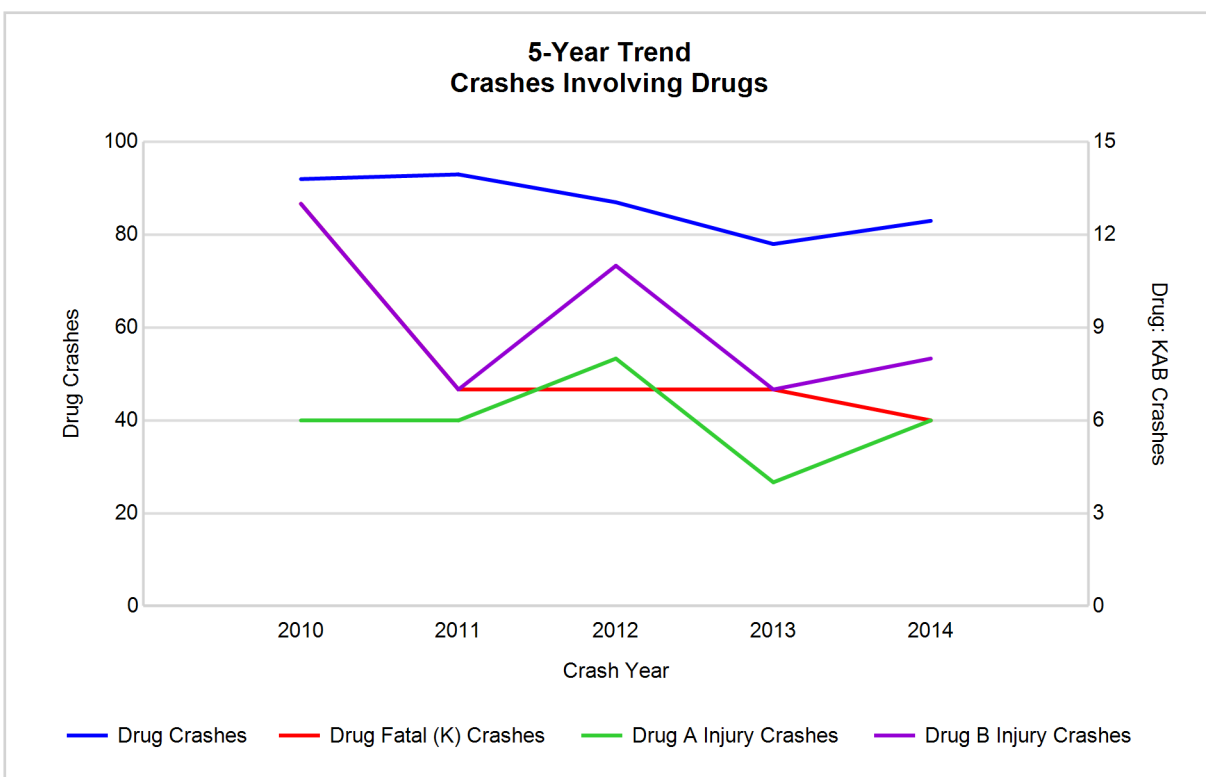
Note: Had-Been-Drinking (HBD)

## 5-Year Trend - Crashes Involving Drugs

Year	All Crashes	Drug Crashes	% Drug	Fatal Crashes	Drug Fatal Crashes	% Drug	A Injury Crashes	Drug A Injury Crashes	% Drug	B Injury Crashes	Drug B Injury Crashes	% Drug
2010	11,505	92	0.8	39	13	33.3	139	6	4.3	534	13	2.4
2011	11,127	93	0.8	45	7	15.6	160	6	3.8	533	7	1.3
2012	10,348	87	0.8	47	7	14.9	150	8	5.3	437	11	2.5
2013	11,184	78	0.7	34	7	20.6	156	4	2.6	465	7	1.5
2014	10,615	83	0.8	23*	6*	26.1	133*	6	4.5	423*	8	1.9

Note: \* Indicates that the most recent year is the lowest number or percentage reported in the 5-year period in that column

\*\* Indicates that the most recent year is the highest number or percentage reported in the 5-year period in that column



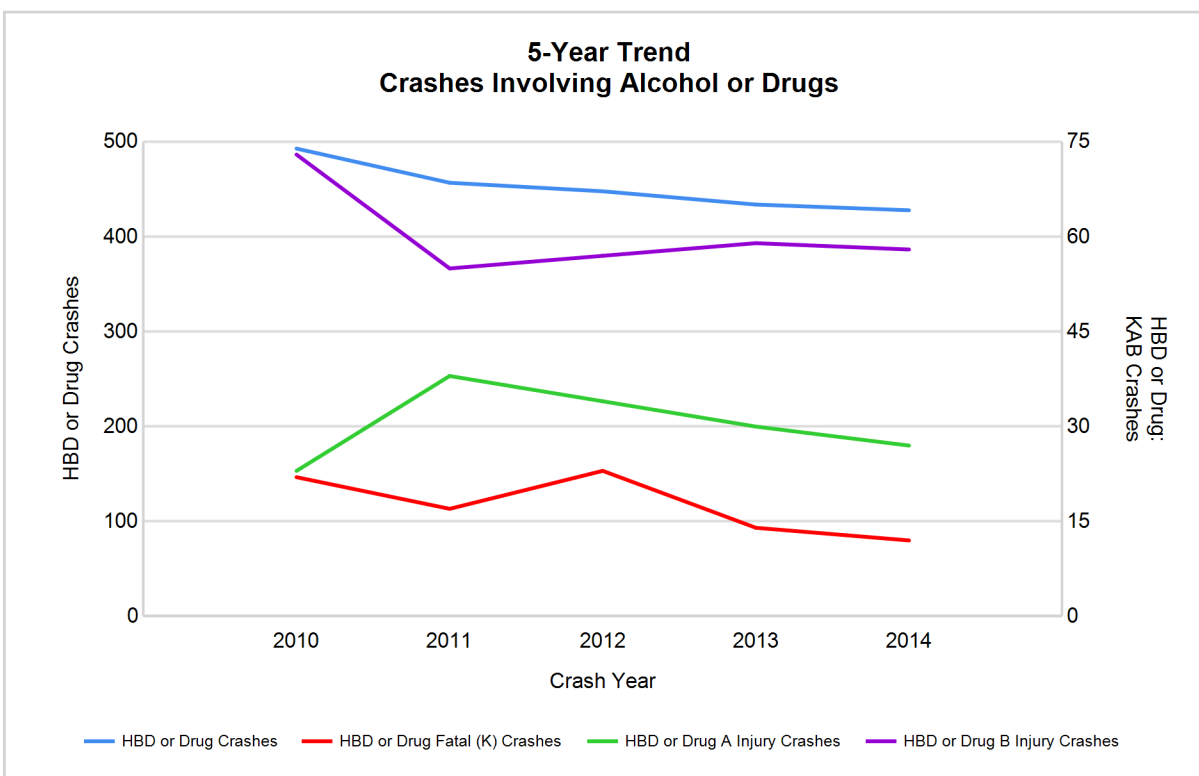
# MSP Post 31 - Bay City (Tri-City) (continued)

## 5-Year Trend - Crashes Involving Alcohol or Drugs

Year	All Crashes	HBD or Drug Crashes	% HBD or Drug	Fatal Crashes	HBD or Drug Fatal Crashes	% HBD or Drug	A Injury Crashes	HBD or Drug A Injury Crashes	% HBD or Drug	B Injury Crashes	HBD or Drug B Injury Crashes	% HBD or Drug
2010	11,505	493	4.3	39	22	56.4	139	23	16.5	534	73	13.7
2011	11,127	457	4.1	45	17	37.8	160	38	23.8	533	55	10.3
2012	10,348	448	4.3	47	23	48.9	150	34	22.7	437	57	13.0
2013	11,184	434	3.9	34	14	41.2	156	30	19.2	465	59	12.7
2014	10,615	428*	4.0	23*	12*	52.2	133*	27	20.3	423*	58	13.7

Note: \* Indicates that the most recent year is the lowest number or percentage reported in the 5-year period in that column

\*\* Indicates that the most recent year is the highest number or percentage reported in the 5-year period in that column



Note: Had-Been-Drinking (HBD)

# MSP Post 31 - Bay City (Tri-City) (continued)

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## 2014 - Restraints Worn Among Vehicle Drivers and Injured Passengers by Vehicle Type

Vehicle Type	Total Occupants			Fatalities			A - Incapacitating			B - Non-incapacitating			C - Possible Injury			No Injury		
	Total	Used Restraint	%	Total	Used Restraint	%	Total	Used Restraint	%	Total	Used Restraint	%	Total	Used Restraint	%	Total	Used Restraint	%
Passenger car & station wagon	13,340	12,311	92.3	12	9	75.0	99	79	79.8	337	305	90.5	1,281	1,219	95.2	11,030	10,695	97.0
Van & motorhome	801	756	94.4	2	2	100.0	7	5	71.4	14	14	100.0	74	71	95.9	683	663	97.1
Pickup truck	2,560	2,311	90.3	5	0	0.0	18	9	50.0	61	52	85.2	161	151	93.8	2,190	2,098	95.8
Small truck under 10,000 lbs. GVWR	361	330	91.4	0	0	0.0	2	2	100.0	12	11	91.7	41	37	90.2	291	280	96.2
Cycle	128	85	66.4	2	1	50.0	16	8	50.0	47	32	68.1	34	23	67.6	27	21	77.8
Moped	14	5	35.7	0	0	0.0	4	2	50.0	6	1	16.7	4	2	50.0	0	0	0.0
Go Cart	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
Snowmobile	1	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
Off-Road Vehicle (ORV) & All-Terrain Vehicle (ATV)	6	2	33.3	0	0	0.0	1	0	0.0	0	0	0.0	4	2	50.0	1	0	0.0
Other	63	44	69.8	0	0	0.0	1	0	0.0	1	1	100.0	3	2	66.7	53	41	77.4
Truck/bus over 10,000 lbs.	333	310	93.1	0	0	0.0	1	1	100.0	2	2	100.0	26	21	80.8	301	286	95.0
Unknown	216	2	0.9	0	0	0.0	0	0	0.0	1	1	100.0	0	0	0.0	2	0	0.0
<b>Total</b>	<b>17,823</b>	<b>16,156</b>	<b>90.6</b>	<b>21</b>	<b>12</b>	<b>57.1</b>	<b>149</b>	<b>106</b>	<b>71.1</b>	<b>481</b>	<b>419</b>	<b>87.1</b>	<b>1,628</b>	<b>1,528</b>	<b>93.9</b>	<b>14,578</b>	<b>14,084</b>	<b>96.6</b>

Note: Restraint Use includes shoulder belt only used, lap belt only used, both lap and shoulder belts used, child restraint used, restraint failure, and helmet worn.

## 2014 - Restraints Worn Among Vehicle Drivers and Injured Passengers by Age

Age Group	Total Occupants			Fatalities			A - Incapacitating			B - Non-incapacitating			C - Possible Injury			No Injury		
	Total	Used Restraint	%	Total	Used Restraint	%	Total	Used Restraint	%	Total	Used Restraint	%	Total	Used Restraint	%	Total	Used Restraint	%
0 - 15	178	165	92.7	0	0	0.0	8	5	62.5	35	32	91.4	120	113	94.2	15	15	100.0
16 - 20	2,232	2,144	96.1	4	1	25.0	24	16	66.7	79	72	91.1	199	187	94.0	1,921	1,866	97.1
21 - 24	1,887	1,804	95.6	2	1	50.0	14	9	64.3	64	56	87.5	184	170	92.4	1,618	1,568	96.9
25 - 64	10,563	10,140	96.0	12	8	66.7	80	57	71.3	247	204	82.6	934	876	93.8	9,276	8,993	96.9
65 +	1,956	1,891	96.7	3	2	66.7	23	19	82.6	56	55	98.2	191	182	95.3	1,682	1,633	97.1
Unknown	1,007	12	1.2	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	66	9	13.6
<b>Total</b>	<b>17,823</b>	<b>16,156</b>	<b>90.6</b>	<b>21</b>	<b>12</b>	<b>57.1</b>	<b>149</b>	<b>106</b>	<b>71.1</b>	<b>481</b>	<b>419</b>	<b>87.1</b>	<b>1,628</b>	<b>1,528</b>	<b>93.9</b>	<b>14,578</b>	<b>14,084</b>	<b>96.6</b>

Note: Restraint Use includes shoulder belt only used, lap belt only used, both lap and shoulder belts used, child restraint used, restraint failure, and helmet worn.

## MSP Post 31 - Bay City (Tri-City) (continued)

## 5-Year Trend - Restraint Use Among Drivers

Restraint Use	2010			2011			2012			2013			2014		
	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers
No belts available	119	0	12	98	0	11	95	1	16	91	0	16	170	0	16
Shoulder belt only used	13	0	1	14	1	3	22	0	3	10	0	1	30	0	2
Lap belt only used	70	1	5	65	0	6	58	0	10	75	0	7	148	0	12
Both lap & shoulder belts used	16,915	18	1,709	16,270	18	1,824	15,040	20	1,623	16,176	8	1,589	15,353	8	1,446
No belts used	109	7	44	123	7	52	127	13	55	101	7	53	135	6	47
Child restraint used	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Child restraint not used, unavailable or improper use	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restraint failure	4	0	1	3	1	0	4	0	1	1	0	0	7	0	2
Restraint use unknown	887	2	51	844	1	46	830	1	60	839	1	39	530	0	38
Helmet worn	144	2	98	145	5	103	109	1	75	102	4	72	87	1	63
Helmet not worn	15	0	11	12	1	10	51	2	43	48	5	32	41	1	33
Helmet use unknown	1	0	0	4	0	2	7	0	2	5	0	2	7	0	5
Uncoded & errors	486	0	3	355	0	1	327	0	0	363	0	1	717	0	1
<b>Total</b>	<b>18,766</b>	<b>30</b>	<b>1,935</b>	<b>17,933</b>	<b>34</b>	<b>2,058</b>	<b>16,670</b>	<b>38</b>	<b>1,888</b>	<b>17,812</b>	<b>25</b>	<b>1,812</b>	<b>17,225</b>	<b>16</b>	<b>1,665</b>

## 5-Year Trend - Restraint Use Among Drivers Coded Drinking

Restraint Use	2010			2011			2012			2013			2014		
	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers
No belts available	5	0	1	2	0	1	4	1	3	4	0	3	6	0	2
Shoulder belt only used	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
Lap belt only used	1	0	0	1	0	0	0	0	0	1	0	0	3	0	2
Both lap & shoulder belts used	324	7	72	292	4	93	275	5	68	298	0	73	270	0	60
No belts used	25	2	16	31	4	20	33	5	19	25	4	16	24	3	16
Child restraint used	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child restraint not used, unavailable or improper use	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restraint failure	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Restraint use unknown	58	1	16	49	1	16	63	1	17	44	0	12	57	0	17
Helmet worn	11	2	9	10	2	5	3	0	2	5	1	4	3	0	0
Helmet not worn	5	0	4	2	0	2	11	0	11	17	3	11	5	1	3
Helmet use unknown	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1
Uncoded & errors	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0
<b>Total</b>	<b>429</b>	<b>12</b>	<b>118</b>	<b>390</b>	<b>11</b>	<b>139</b>	<b>391</b>	<b>12</b>	<b>121</b>	<b>394</b>	<b>8</b>	<b>119</b>	<b>371</b>	<b>4</b>	<b>102</b>

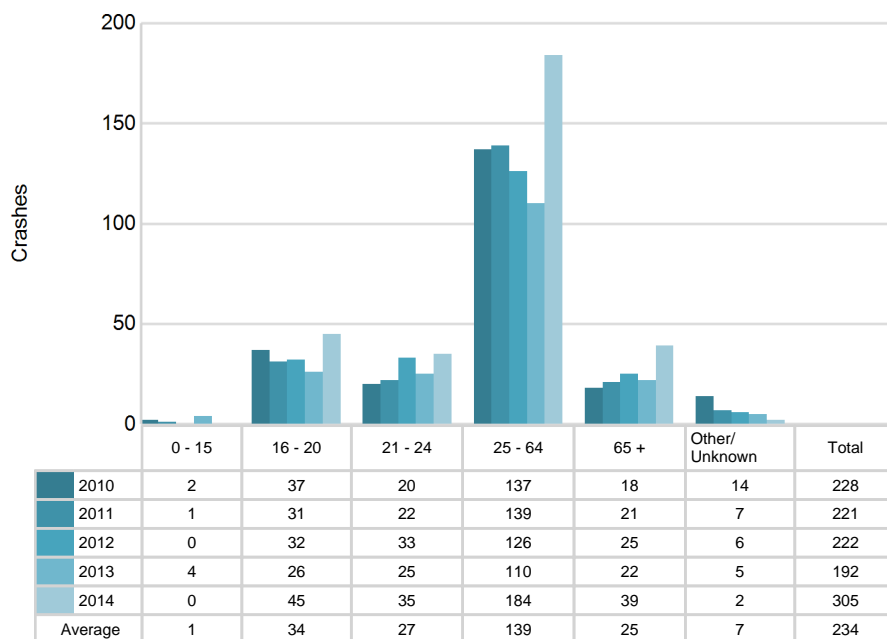


## 5-Year Trend - Seatbelt Not Used Among Drivers by Age

Age Group	2010			2011			2012			2013			2014		
	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers
0 - 15	2	0	1	1	0	0	0	0	0	4	0	2	0	0	0
16 - 20	37	1	11	31	0	10	32	2	11	26	1	11	45	2	9
21 - 24	20	1	4	22	0	12	33	2	12	25	1	12	35	1	10
25 - 64	137	4	37	139	6	37	126	7	43	110	3	37	184	2	38
65 +	18	1	3	21	1	4	25	3	5	22	2	6	39	1	6
Unknown	14	0	0	7	0	0	6	0	0	5	0	1	2	0	0
<b>Total</b>	<b>228</b>	<b>7</b>	<b>56</b>	<b>221</b>	<b>7</b>	<b>63</b>	<b>222</b>	<b>14</b>	<b>71</b>	<b>192</b>	<b>7</b>	<b>69</b>	<b>305</b>	<b>6</b>	<b>63</b>

Note: Seatbelt Not Used includes no belts available or no belts used.

## 5-Year Trend Driver Seatbelt Not Used



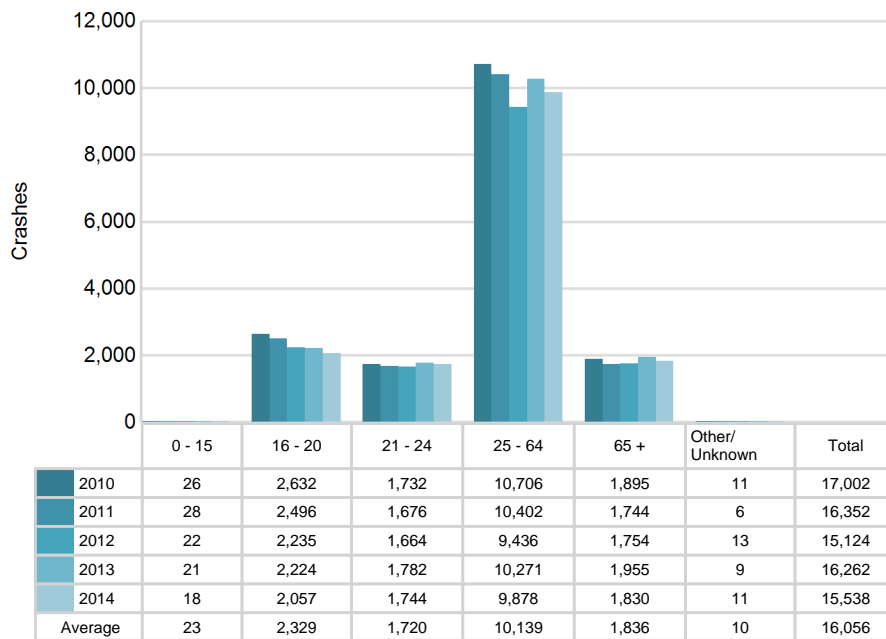
# MSP Post 31 - Bay City (Tri-City) (continued)

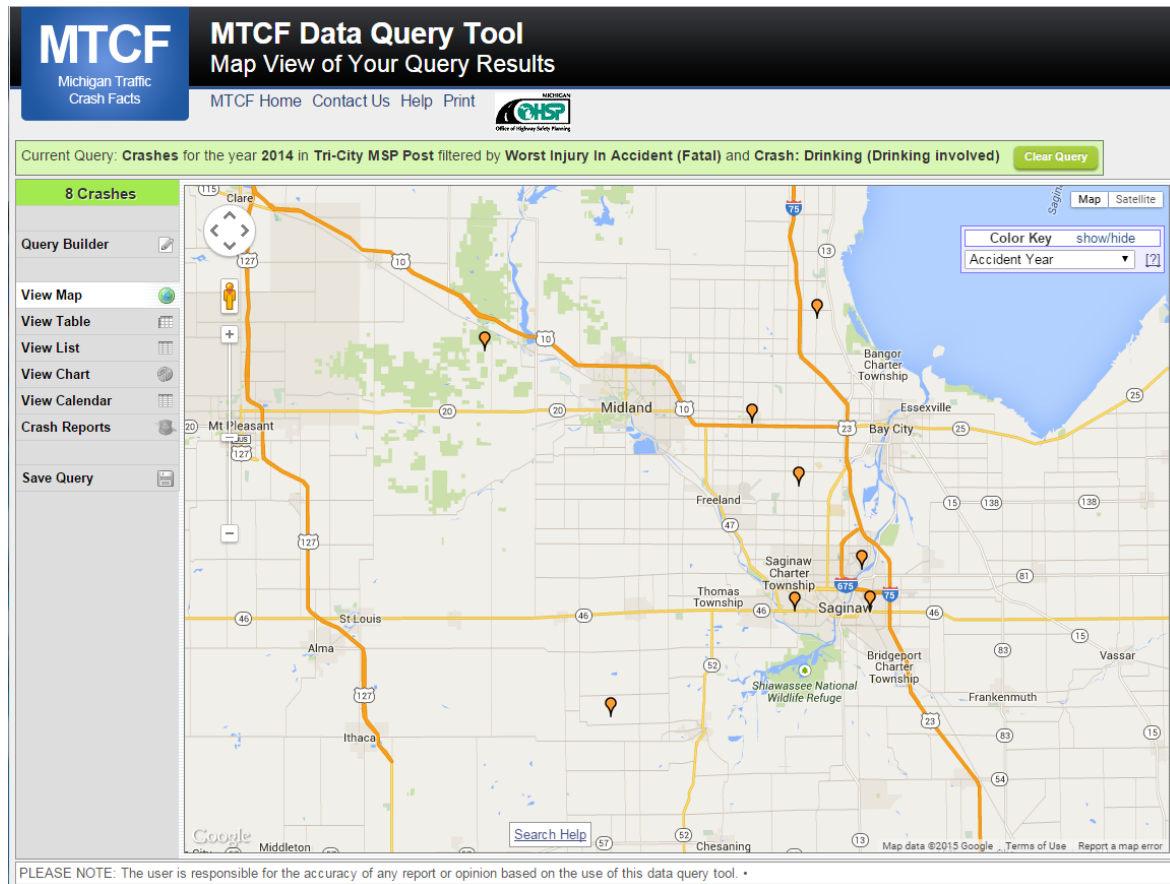
## 5-Year Trend - Seatbelt Used Among Drivers by Age

Age Group	2010			2011			2012			2013			2014		
	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers
0 - 15	26	1	3	28	0	3	22	0	2	21	0	3	18	0	3
16 - 20	2,632	3	256	2,496	2	293	2,235	3	253	2,224	0	234	2,057	1	189
21 - 24	1,732	1	194	1,676	4	183	1,664	2	169	1,782	1	169	1,744	1	178
25 - 64	10,706	7	1,043	10,402	7	1,125	9,436	9	999	10,271	4	995	9,878	4	897
65 +	1,895	7	220	1,744	7	229	1,754	6	213	1,955	3	196	1,830	2	195
Unknown	11	0	0	6	0	0	13	0	1	9	0	0	11	0	0
<b>Total</b>	<b>17,002</b>	<b>19</b>	<b>1,716</b>	<b>16,352</b>	<b>20</b>	<b>1,833</b>	<b>15,124</b>	<b>20</b>	<b>1,637</b>	<b>16,262</b>	<b>8</b>	<b>1,597</b>	<b>15,538</b>	<b>8</b>	<b>1,462</b>

Note: Seatbelt Used includes shoulder belt only used, lap belt only used, both lap and shoulder belts used, and restraint failure.

## 5-Year Trend Driver Seatbelt Used





The picture above represents all 2014 alcohol-involved fatal crashes in Post 31.

In 2014, there were 381 alcohol-involved crashes in Post 31:

8	K - Fatal Crashes
25	A - Incapacitating Injury Crashes
54	B - Non-incapacitating Injury Crashes
48	C - Possible Injury Crashes
246	O - Property Damage Only/No Injury Crashes

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