



# 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

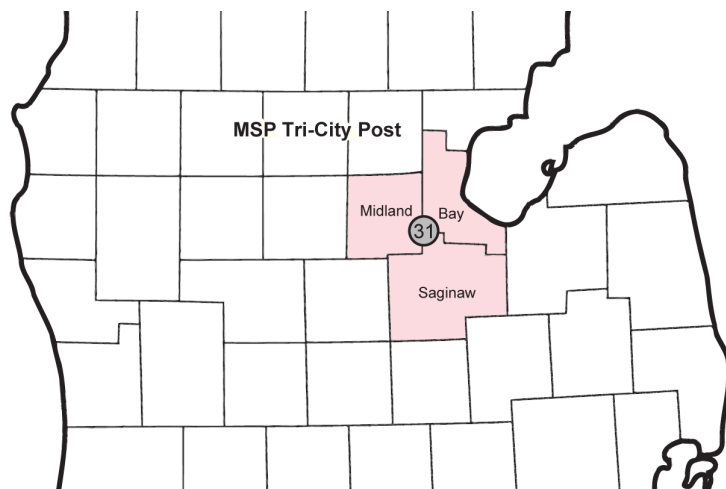
Property Damage Only (PDO)



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

### 2015 Traffic Crash Data & 2011-2015 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 2015:

There were 17,453 drivers involved in 10,753 motor vehicle crashes in MSP Post 31. Of those crashes, 42 were classified as fatal, resulting in 46 fatalities. An additional 2,731 persons were injured.

Post 31 experienced the highest number of motor vehicle crashes (1,184) in November, the highest number of fatal crashes (9) and the highest number of persons killed (12) in July.

Michigan driver statistics indicate 6.5 percent of licensed drivers in Post 31 were age 16-20, and 12.0 percent of drivers in crashes were also in that age group.

## 2015 - Crashes and Injuries by Month

Month	Crashes				Persons	
	Total	Fatal	Injury	Property Damage Only (PDO)	Fatalities	Injuries
January	1,183	1	198	984	1	286
February	786	2	128	656	2	180
March	767	2	116	649	2	155
April	701	4	127	570	4	174
May	799	4	160	635	4	241
June	852	4	148	700	4	205
July	757	9	187	561	12	257
August	746	1	178	567	1	237
September	839	2	165	672	2	240
October	1,137	2	189	946	2	295
November	1,184	7	158	1,019	8	224
December	1,002	4	167	831	4	237
<b>Total</b>	<b>10,753</b>	<b>42</b>	<b>1,921</b>	<b>8,790</b>	<b>46</b>	<b>2,731</b>

## 2015 - Driver Statistics

Age Group	Statewide			Driver Rates	
	2015 Population	Licensed Drivers	Drivers in Crashes	Per 10k Population	Per 10k Licensed
0 - 15	72,001	2,272	35	4.9	154.0
16 - 20	24,809	18,399	2,097	845.3	1,139.7
21 - 24	20,680	18,555	1,731	837.0	932.9
25 - 64	196,737	181,809	10,521	534.8	578.7
65 +	68,371	60,690	2,088	305.4	344.0
Unknown	--	--	981	--	--
<b>Total</b>	<b>382,598</b>	<b>281,725</b>	<b>17,453</b>	<b>456.2</b>	<b>619.5</b>

## 2015 - 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	13,025	74.6	34	53.1	2,532	10,459
Van & motorhome	794	4.5	1	1.6	159	634
Pickup truck	2,650	15.2	18	28.1	447	2,185
Small truck under 10,000 lbs. GVWR	348	2.0	0	0.0	85	263
Cycle	125	0.7	8	12.5	87	30
Moped	12	0.1	0	0.0	10	2
Go Cart	1	0.0	0	0.0	1	0
Snowmobile	1	0.0	0	0.0	1	0
Off-Road Vehicle (ORV) & All-Terrain Vehicle (ATV)	4	0.0	0	0.0	2	2
Other	46	0.3	0	0.0	9	37
Truck/bus over 10,000 lbs.	272	1.6	2	3.1	58	212
Unknown	175	1.0	1	1.6	13	161
<b>Total</b>	<b>17,453</b>	<b>100.0</b>	<b>64</b>	<b>100.0</b>	<b>3,404</b>	<b>13,985</b>

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

### 5-Year Trend - Crashes by Month

Month	2011		2012		2013		2014		2015	
	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes
January	1,189	2	1,089	0	1,034	3	1,227	3	1,183	1
February	1,029	3	970	3	993	1	999	2	786	2
March	825	3	696	6	819	4	807	1	767	2
April	702	5	632	1	770	2	619	3	701	4
May	793	6	812	3	865	5	743	0	799	4
June	847	3	789	2	751	4	814	5	852	4
July	839	5	739	5	714	2	707	1	757	9
August	784	8	748	5	757	4	698	4	746	1
September	852	3	852	7	838	4	847	0	839	2
October	1,128	5	1,045	8	1,034	2	1,094	0	1,137	2
November	1,182	2	1,035	4	1,295	1	1,222	2	1,184	7
December	957	0	941	3	1,314	2	838	2	1,002	4
<b>Total</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>	<b>10,753</b>	<b>42</b>

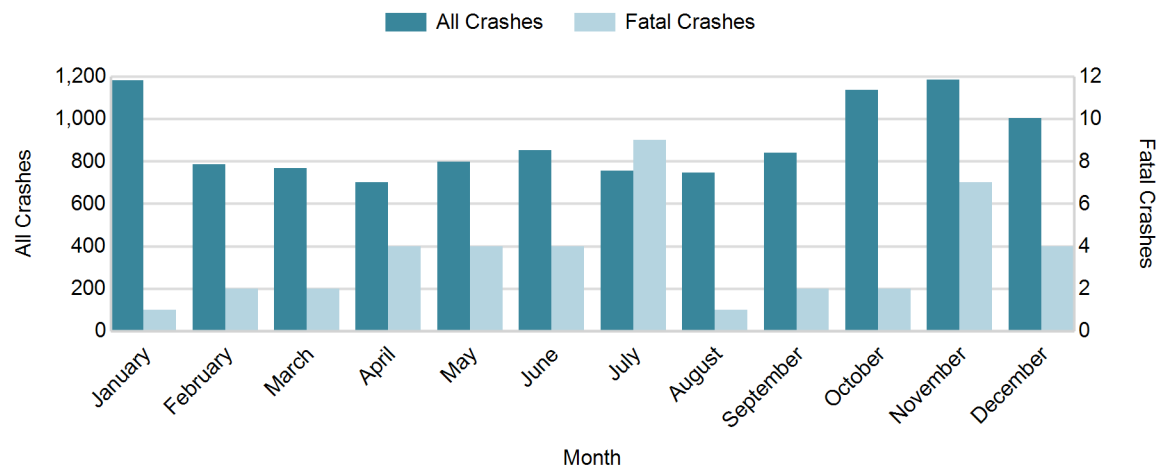
Note: † Indicates that the highest number of total crashes reported in the 5-year period occurred in the same month

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

Day	2011		2012		2013		2014		2015	
	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes
Monday	1,609	8	1,405	2	1,759	5	1,413	3	1,579	3
Tuesday	1,803	8	1,515	9	1,715	2	1,612	4	1,655	10
Wednesday	1,629	3	1,515	6	1,606	4	1,768	1	1,676	5
Thursday	1,618	6	1,537	6	1,739	2	1,576	2	1,579	4
Friday	1,768	5	2,010	9	1,813	5	1,812	4	1,632	8
Saturday	1,504	8	1,227	9	1,326	10	1,296	5	1,422	6
Sunday	1,196	7	1,139	6	1,226	6	1,138	4	1,210	6
<b>Total</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>	<b>10,753</b>	<b>42</b>

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

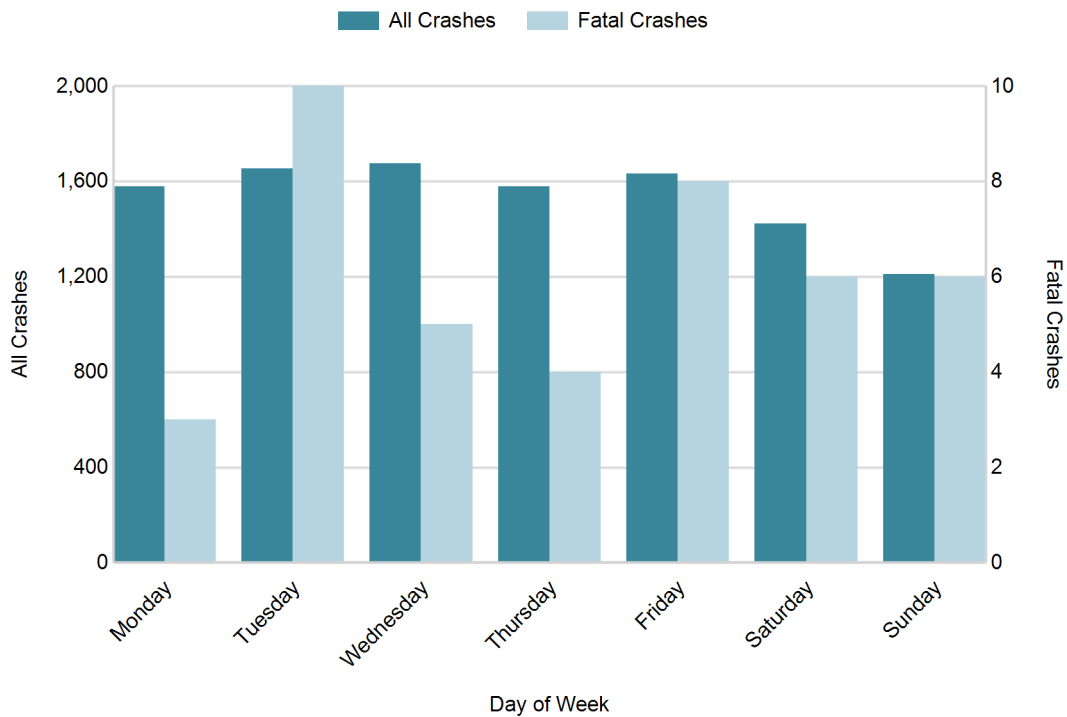
### 2015 Crashes by Month



## 2015 - 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	1,579	14.7	3	7.1	21	65	184	1,306
Tuesday	1,655	15.4	10	23.8	15	51	204	1,375
Wednesday	1,676	15.6	5	11.9	21	78	202	1,370
Thursday	1,579	14.7	4	9.5	22	76	185	1,292
Friday	1,632	15.2	8	19.0	28	67	203	1,326
Saturday	1,422	13.2	6	14.3	27	68	169	1,152
Sunday	1,210	11.3	6	14.3	18	63	154	969
<b>Total</b>	<b>10,753</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>152</b>	<b>468</b>	<b>1,301</b>	<b>8,790</b>

## 2015 Day of Week and Severity

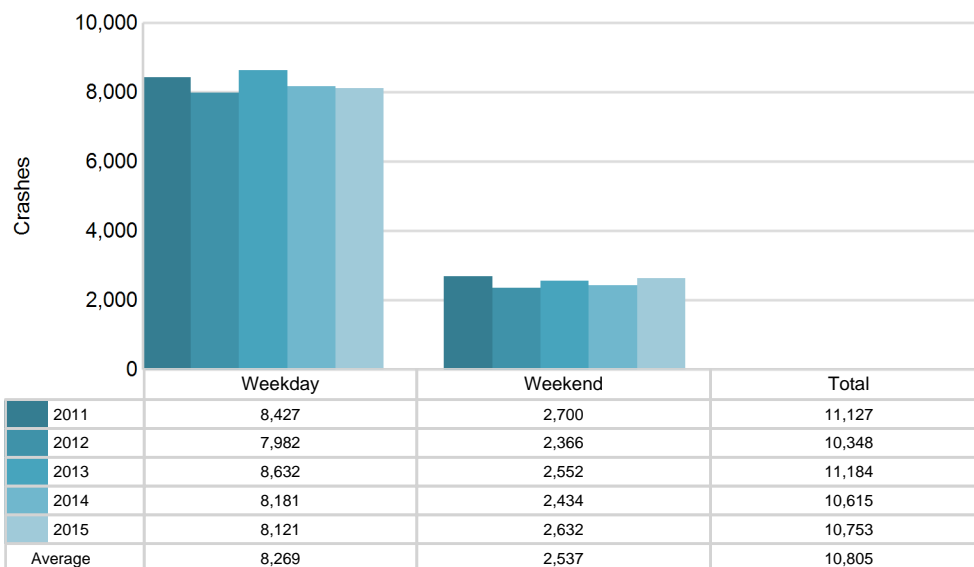


## MSP Post 31 - Bay City (Tri-City) (continued)

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

Portion of Week	2011		2012		2013		2014		2015	
	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes
Weekday	8,427	30	7,982	32	8,632	18	8,181	14	8,121	30
Weekend	2,700	15	2,366	15	2,552	16	2,434	9	2,632	12
<b>Total</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>	<b>10,753</b>	<b>42</b>

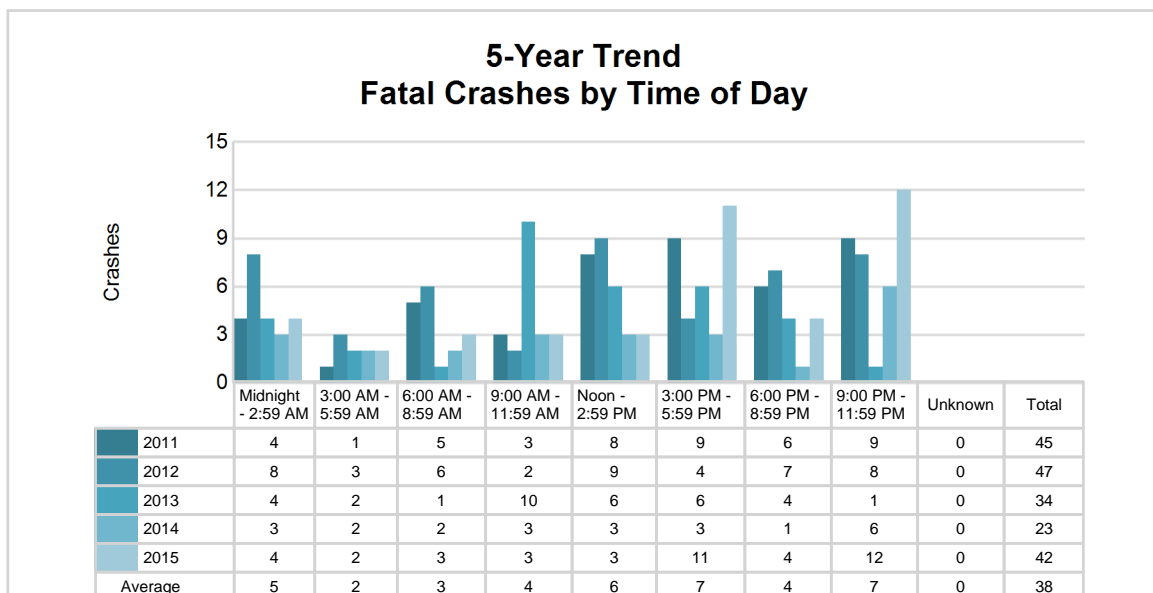
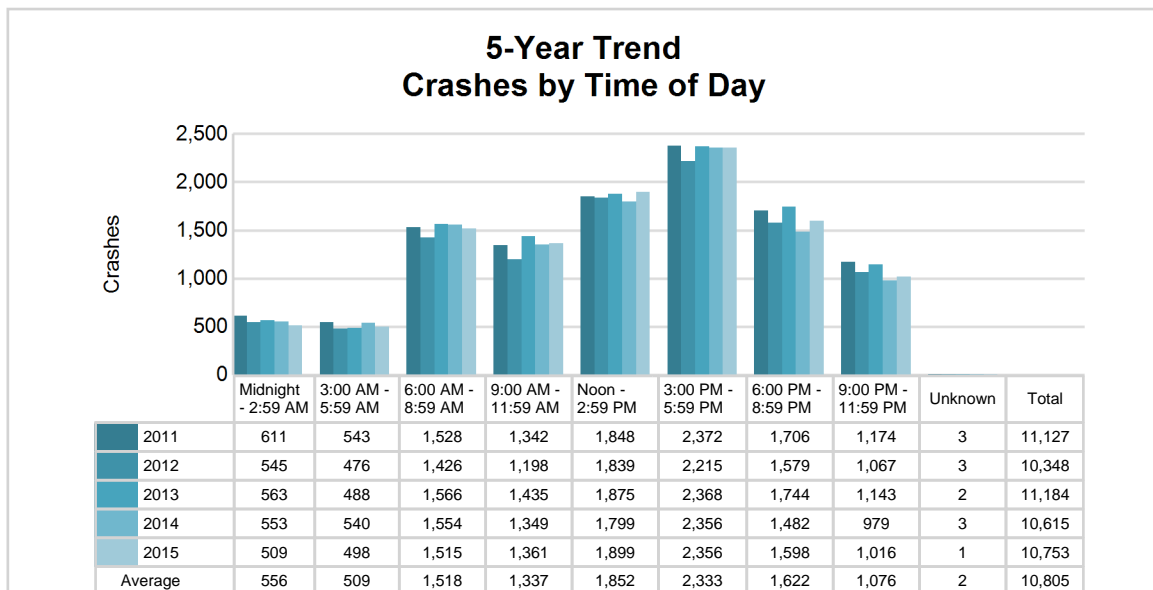
### 5-Year Crash Trends by Weekday (Monday - Friday) and Weekend (Saturday & Sunday)



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

Time of Day	2011		2012		2013		2014		2015	
	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes
Midnight - 2:59 AM	611	4	545	8	563	4	553	3	509	4
3:00 AM - 5:59 AM	543	1	476	3	488	2	540	2	498	2
6:00 AM - 8:59 AM	1,528	5	1,426	6	1,566	1	1,554	2	1,515	3
9:00 AM - 11:59 AM	1,342	3	1,198	2	1,435	10	1,349	3	1,361	3
Noon - 2:59 PM	1,848	8	1,839	9	1,875	6	1,799	3	1,899	3
3:00 PM - 5:59 PM	2,372 †	9	2,215 †	4	2,368 †	6	2,356 †	3	2,356 †	11
6:00 PM - 8:59 PM	1,706	6	1,579	7	1,744	4	1,482	1	1,598	4
9:00 PM - 11:59 PM	1,174	9	1,067	8	1,143	1	979	6	1,016	12
Unknown	3	0	3	0	2	0	3	0	1	0
<b>Total</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>	<b>10,753</b>	<b>42</b>

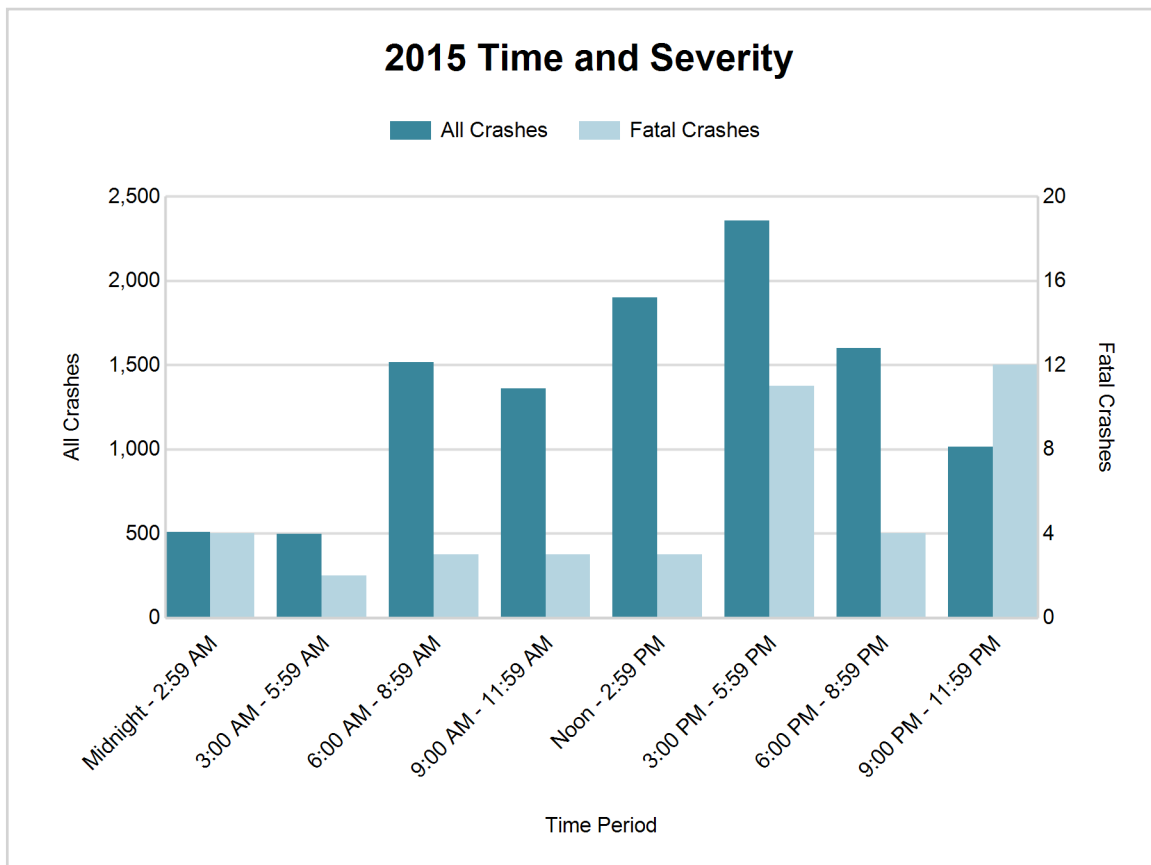
Note: † Indicates that the highest number of total crashes reported in the 5-year period occurred in the same time period



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

### 2015 - 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	509	4.7	4	9.5	15	23	53	414
3:00 AM - 5:59 AM	498	4.6	2	4.8	8	17	25	446
6:00 AM - 8:59 AM	1,515	14.1	3	7.1	18	62	145	1,287
9:00 AM - 11:59 AM	1,361	12.7	3	7.1	18	71	206	1,063
Noon - 2:59 PM	1,899	17.7	3	7.1	29	78	272	1,517
3:00 PM - 5:59 PM	2,356	21.9	11	26.2	25	118	341	1,861
6:00 PM - 8:59 PM	1,598	14.9	4	9.5	24	61	170	1,339
9:00 PM - 11:59 PM	1,016	9.4	12	28.6	15	38	89	862
Unknown	1	0.0	0	0.0	0	0	0	1
<b>Total</b>	<b>10,753</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>152</b>	<b>468</b>	<b>1,301</b>	<b>8,790</b>

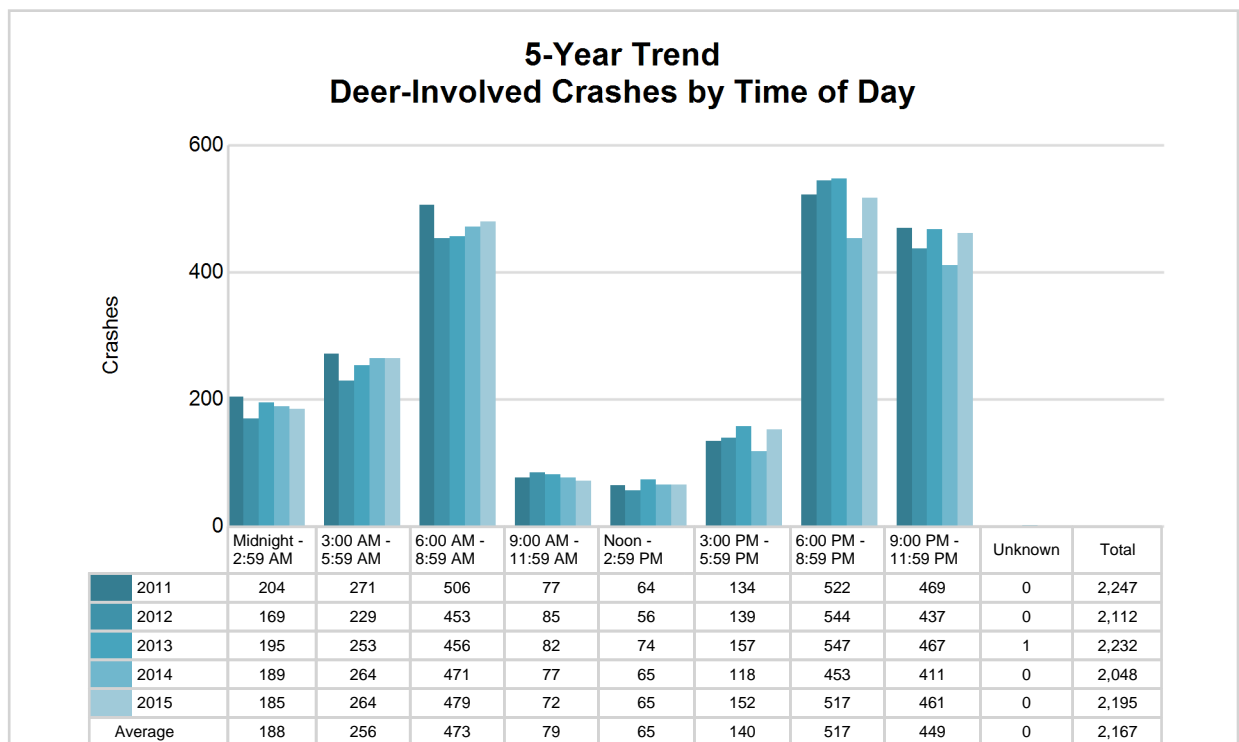




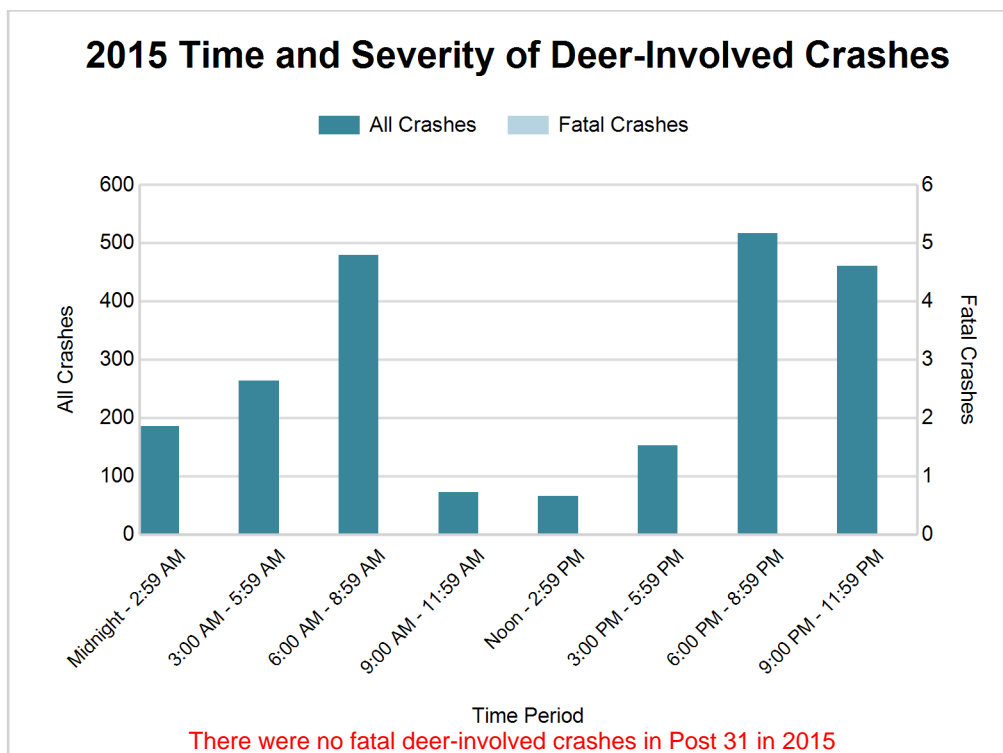
## 5-Year Trend - Deer-Involved Crashes by Time of Day

Time of Day	2011		2012		2013		2014		2015	
	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes
Midnight - 2:59 AM	204	0	169	0	195	0	189	1	185	0
3:00 AM - 5:59 AM	271	0	229	0	253	0	264	0	264	0
6:00 AM - 8:59 AM	506	0	453	0	456	0	471	0	479	0
9:00 AM - 11:59 AM	77	0	85	0	82	0	77	0	72	0
Noon - 2:59 PM	64	0	56	0	74	0	65	0	65	0
3:00 PM - 5:59 PM	134	0	139	1	157	0	118	0	152	0
6:00 PM - 8:59 PM	522	0	544	0	547	0	453	0	517	0
9:00 PM - 11:59 PM	469	0	437	0	467	0	411	0	461	0
Unknown	0	0	0	0	1	0	0	0	0	0
<b>Total</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>	<b>2,195</b>	<b>0</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)



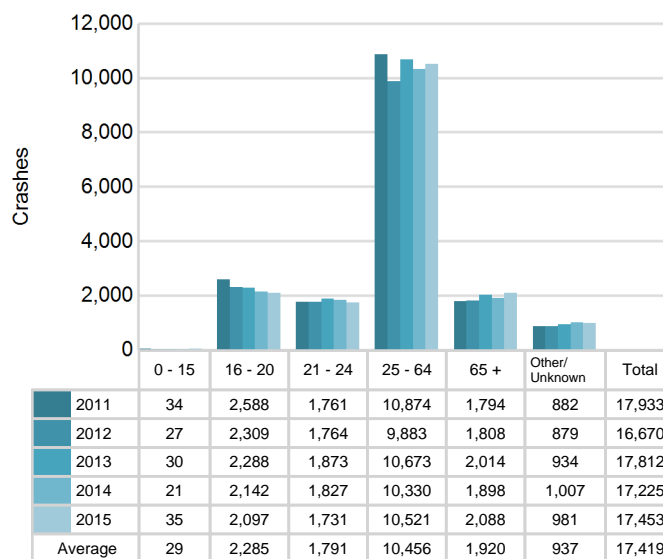
### 2015 - Reported Motor Vehicle Crashes by County

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	2,909	15	517	2,377	257	148	1,024	1,480	113	21	485	15	706
Midland	2,528	7	363	2,158	0	324	400	1,804	70	16	828	9	531
Saginaw	5,316	20	1,041	4,255	537	0	1,880	2,899	200	43	882	22	1,494
<b>Total</b>	<b>10,753</b>	<b>42</b>	<b>1,921</b>	<b>8,790</b>	<b>794</b>	<b>472</b>	<b>3,304</b>	<b>6,183</b>	<b>383</b>	<b>80</b>	<b>2,195</b>	<b>46</b>	<b>2,731</b>

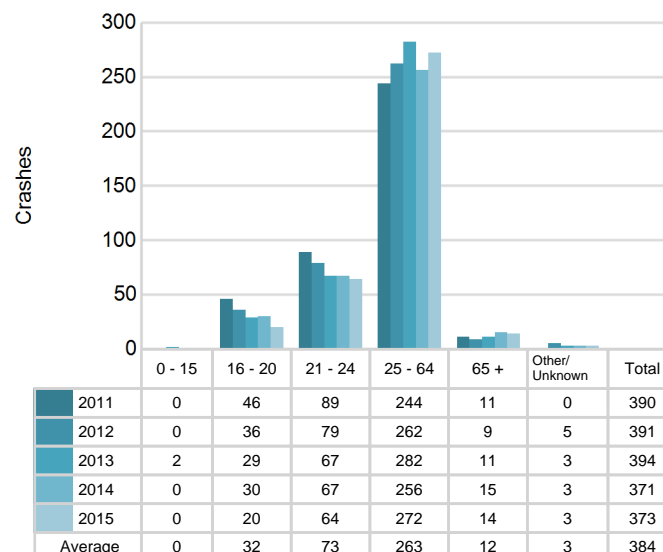
## 5-Year Trend - Drivers in Crashes Coded Drinking by Driver Age

Driver Age	2011		2012		2013		2014		2015	
	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	34	0	27	0	30	2	21	0	35	0
16 - 20	2,588	46	2,309	36	2,288	29	2,142	30	2,097	20
21 - 24	1,761	89	1,764	79	1,873	67	1,827	67	1,731	64
25 - 64	10,874	244	9,883	262	10,673	282	10,330	256	10,521	272
65 +	1,794	11	1,808	9	2,014	11	1,898	15	2,088	14
Unknown	882	0	879	5	934	3	1,007	3	981	3
<b>Total</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>	<b>17,453</b>	<b>373</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)

## 2015 - 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	1	0	0	0	0	0	0	0	0
16 - 20	34	23	15	20	0	1	8	2	9
21 - 24	75	62	56	64	0	5	17	15	27
25 - 64	370	301	235	272	2	22	58	87	103
65 +	25	22	11	14	0	0	2	3	9
Unknown	39	0	0	3	0	0	0	0	3
<b>Total</b>	<b>544</b>	<b>408</b>	<b>317</b>	<b>373</b>	<b>2</b>	<b>28</b>	<b>85</b>	<b>107</b>	<b>151</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 2015, there were 544 drivers in alcohol-involved crashes; 373 (68.6%) of those drivers were coded as had-been-drinking by the officer on the crash form.

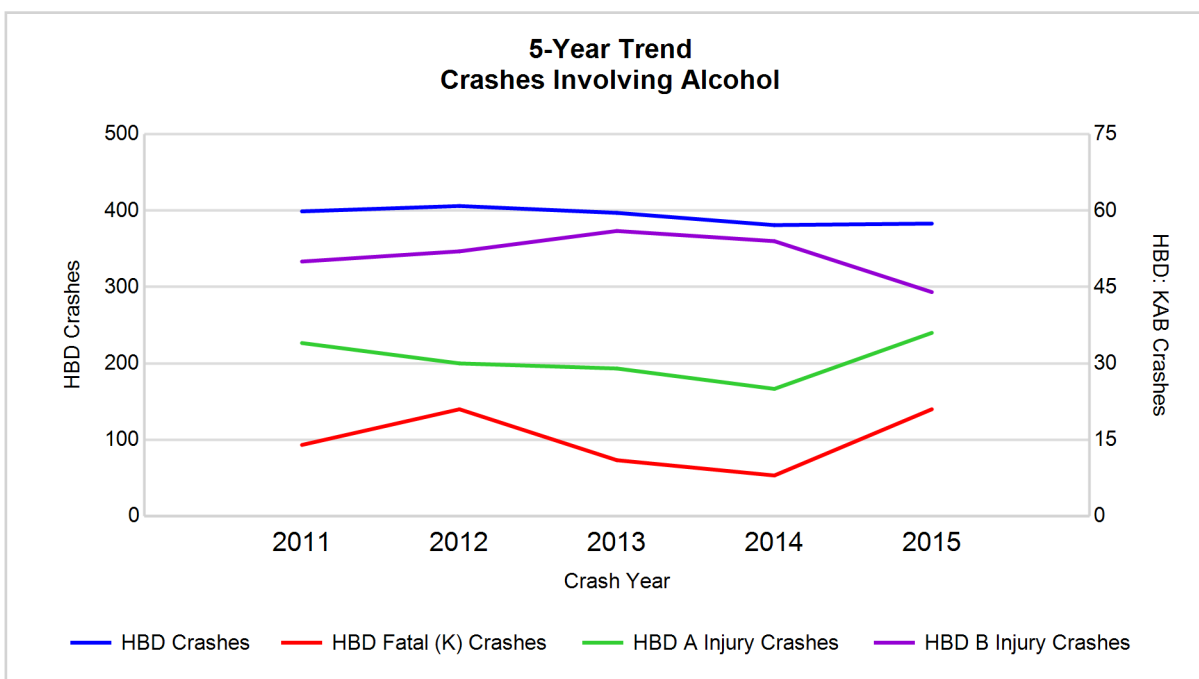
- 192 (51.5%) of the 373 drivers had a blood alcohol concentration (BAC) of 0.08 g/dL (grams per deciliter) or greater, and 107 (55.7%) of the 192 drivers had a BAC at or above 0.17 g/dL.
- 317 (85.0%) of the 373 drivers were coded as had-been-drinking and were tested for alcohol consumption.

## 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
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
2015	10,753	383	3.6	42	21	50.0**	152	36**	23.7**	468	44*	9.4

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



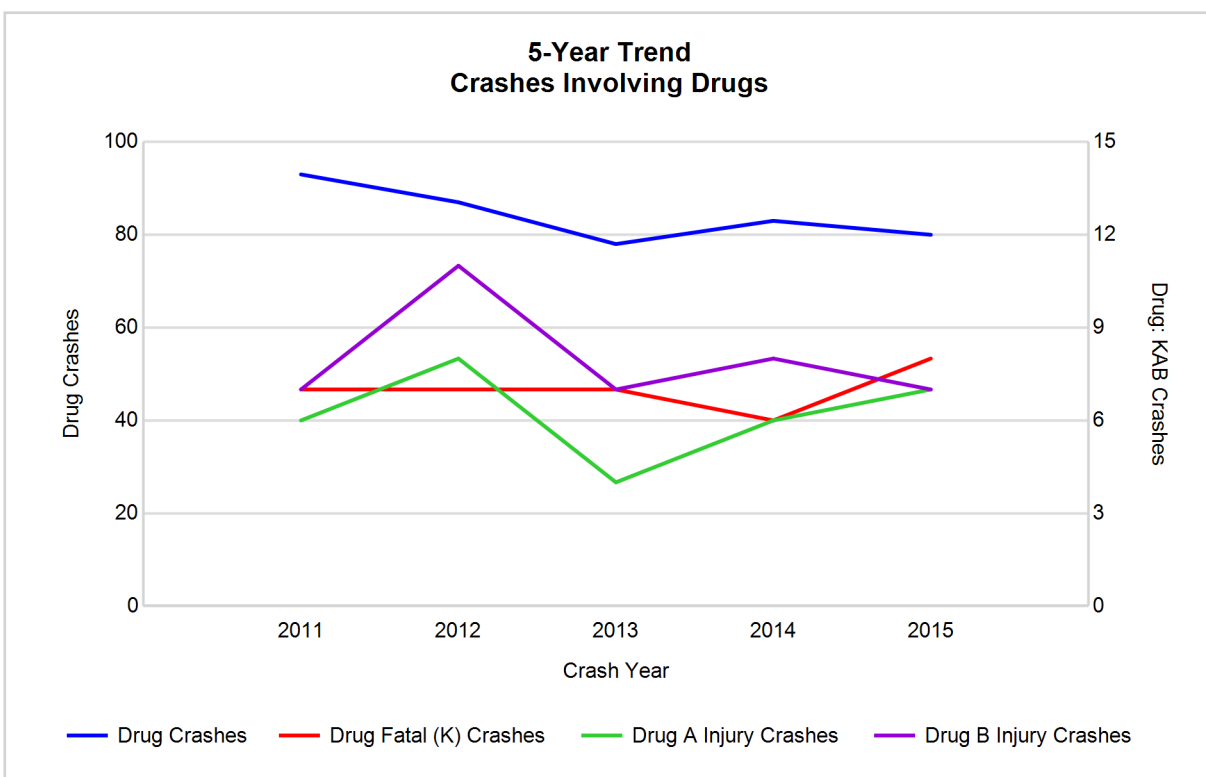
Note: Had-Been-Drinking (HBD)

## 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
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
2015	10,753	80	0.7	42	8**	19.0	152	7	4.6	468	7	1.5

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



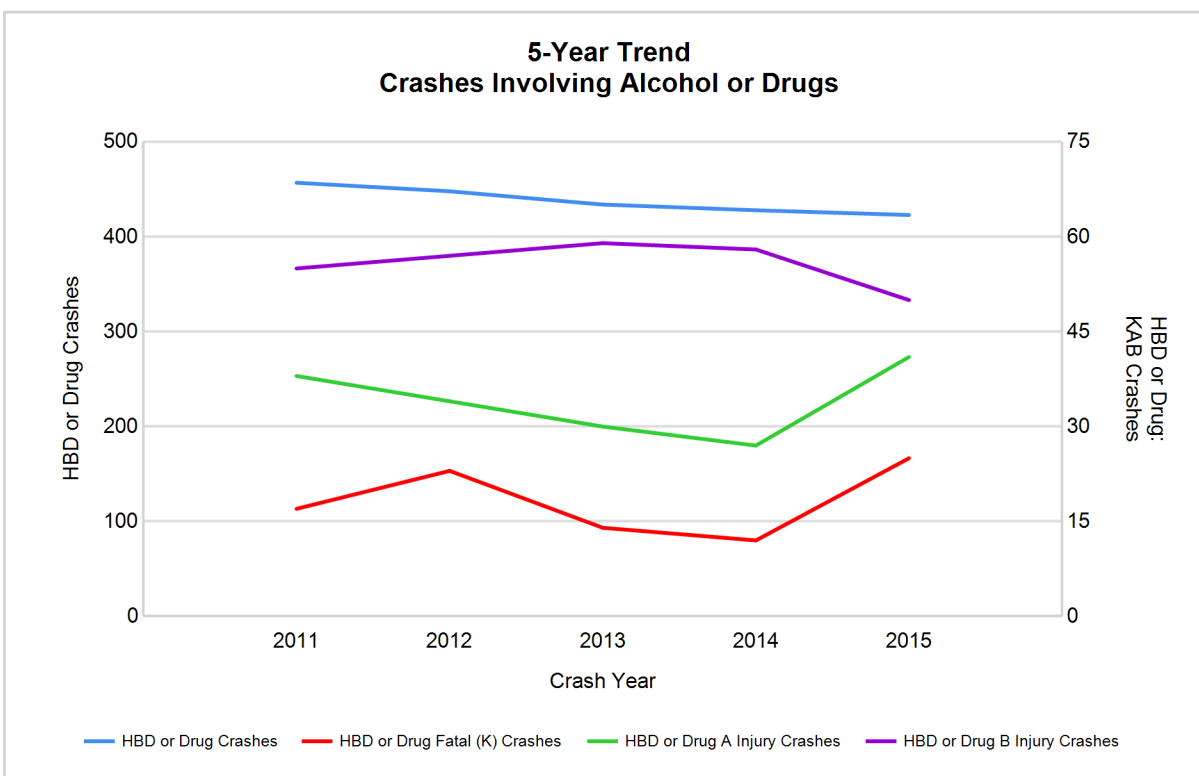
# MSP Post 31 - Bay City (Tri-City) (continued)

## 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
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
2015	10,753	423*	3.9	42	25**	59.5**	152	41**	27.0**	468	50*	10.7

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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## 2015 - 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	13,647	12,553	92.0	27	12	44.4	126	89	70.6	395	351	88.9	1,515	1,420	93.7	11,026	10,675	96.8
Van & motorhome	838	775	92.5	1	1	100.0	9	6	66.7	13	11	84.6	94	92	97.9	691	665	96.2
Pickup truck	2,732	2,498	91.4	7	1	14.3	12	7	58.3	74	65	87.8	178	167	93.8	2,327	2,258	97.0
Small truck under 10,000 lbs. GVWR	369	324	87.8	0	0	0.0	4	1	25.0	12	9	75.0	52	51	98.1	275	263	95.6
Cycle	134	83	61.9	8	2	25.0	18	10	55.6	42	27	64.3	34	23	67.6	29	21	72.4
Moped	12	4	33.3	0	0	0.0	4	1	25.0	4	2	50.0	2	1	50.0	2	0	0.0
Go Cart	1	1	100.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	1	1	100.0
Snowmobile	1	1	100.0	0	0	0.0	0	0	0.0	0	0	0.0	1	1	100.0	0	0	0.0
Off-Road Vehicle (ORV) & All-Terrain Vehicle (ATV)	4	0	0.0	0	0	0.0	1	0	0.0	1	0	0.0	0	0	0.0	2	0	0.0
Other	47	20	42.6	0	0	0.0	1	0	0.0	3	0	0.0	1	0	0.0	34	20	58.8
Truck/bus over 10,000 lbs.	278	254	91.4	0	0	0.0	4	3	75.0	4	2	50.0	11	8	72.7	256	241	94.1
Unknown	175	2	1.1	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	1	0	0.0
<b>Total</b>	<b>18,238</b>	<b>16,515</b>	<b>90.6</b>	<b>43</b>	<b>16</b>	<b>37.2</b>	<b>179</b>	<b>117</b>	<b>65.4</b>	<b>548</b>	<b>467</b>	<b>85.2</b>	<b>1,888</b>	<b>1,763</b>	<b>93.4</b>	<b>14,644</b>	<b>14,144</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.

## 2015 - 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	224	193	86.2	3	2	66.7	13	4	30.8	35	29	82.9	144	133	92.4	29	25	86.2
16 - 20	2,229	2,144	96.2	1	0	0.0	16	13	81.3	97	85	87.6	247	226	91.5	1,867	1,820	97.5
21 - 24	1,797	1,690	94.0	2	0	0.0	26	15	57.7	66	54	81.8	189	175	92.6	1,511	1,446	95.7
25 - 64	10,816	10,361	95.8	30	9	30.0	92	60	65.2	276	235	85.1	1,037	968	93.3	9,365	9,089	97.1
65 +	2,191	2,112	96.4	7	5	71.4	32	25	78.1	73	64	87.7	268	260	97.0	1,808	1,758	97.2
Unknown	981	15	1.5	0	0	0.0	0	0	0.0	1	0	0.0	3	1	33.3	64	6	9.4
<b>Total</b>	<b>18,238</b>	<b>16,515</b>	<b>90.6</b>	<b>43</b>	<b>16</b>	<b>37.2</b>	<b>179</b>	<b>117</b>	<b>65.4</b>	<b>548</b>	<b>467</b>	<b>85.2</b>	<b>1,888</b>	<b>1,763</b>	<b>93.4</b>	<b>14,644</b>	<b>14,144</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	2011			2012			2013			2014			2015		
	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	98	0	11	95	1	16	91	0	16	170	0	16	145	2	22
Shoulder belt only used	14	1	3	22	0	3	10	0	1	30	0	2	25	0	4
Lap belt only used	65	0	6	58	0	10	75	0	7	148	0	12	196	0	19
Both lap & shoulder belts used	16,270	18	1,824	15,040	20	1,623	16,176	8	1,589	15,353	8	1,446	15,523	9	1,595
No belts used	123	7	52	127	13	55	101	7	53	135	6	47	166	12	60
Child restraint used	0	0	0	0	0	0	1	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	3	1	0	4	0	1	1	0	0	7	0	2	13	0	1
Restraint use unknown	844	1	46	830	1	60	839	1	39	530	0	38	364	2	42
Helmet worn	145	5	103	109	1	75	102	4	72	87	1	63	84	2	59
Helmet not worn	12	1	10	51	2	43	48	5	32	41	1	33	51	5	34
Helmet use unknown	4	0	2	7	0	2	5	0	2	7	0	5	7	1	4
Uncoded & errors	355	0	1	327	0	0	363	0	1	717	0	1	879	0	0
<b>Total</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>	<b>17,453</b>	<b>33</b>	<b>1,840</b>

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

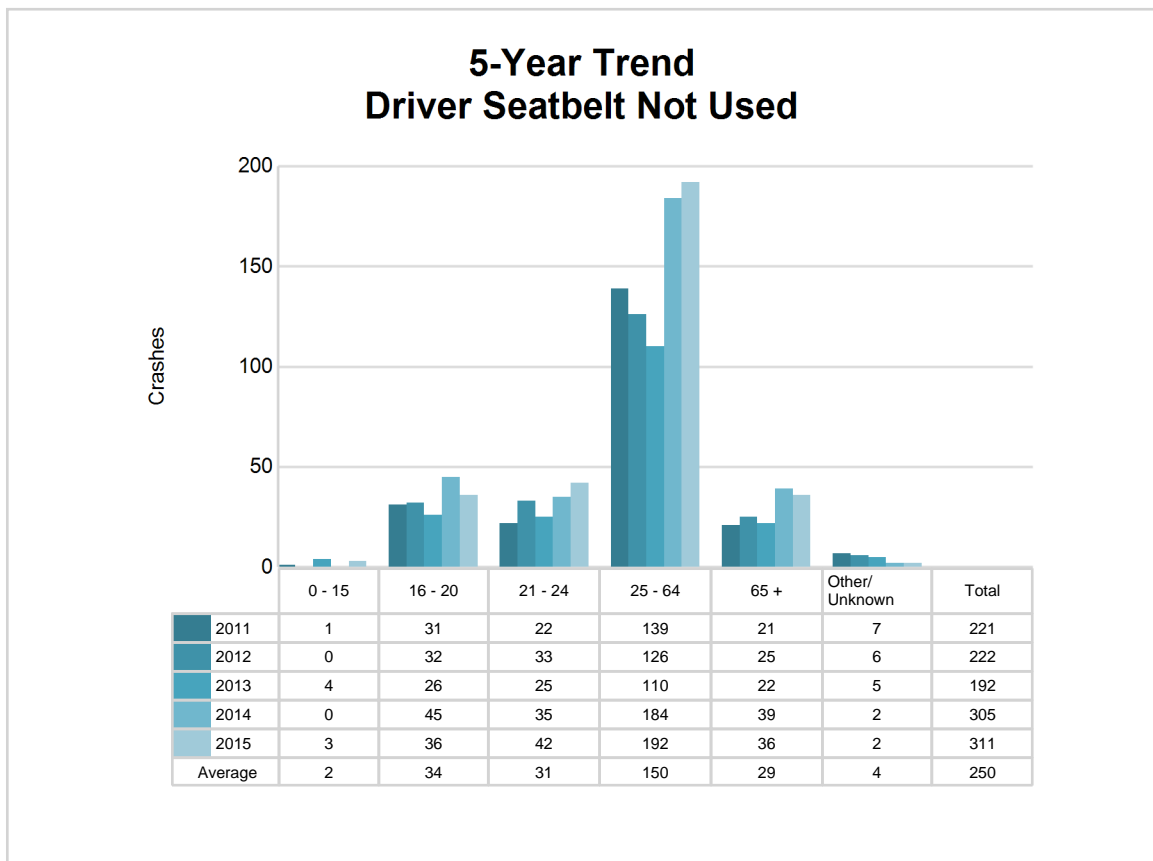
Restraint Use	2011			2012			2013			2014			2015		
	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers
No belts available	2	0	1	4	1	3	4	0	3	6	0	2	4	1	2
Shoulder belt only used	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Lap belt only used	1	0	0	0	0	0	1	0	0	3	0	2	4	0	2
Both lap & shoulder belts used	292	4	93	275	5	68	298	0	73	270	0	60	269	1	57
No belts used	31	4	20	33	5	19	25	4	16	24	3	16	29	6	19
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	1	0	1	0	0	0
Restraint use unknown	49	1	16	63	1	17	44	0	12	57	0	17	49	2	14
Helmet worn	10	2	5	3	0	2	5	1	4	3	0	0	4	0	4
Helmet not worn	2	0	2	11	0	11	17	3	11	5	1	3	11	4	6
Helmet use unknown	0	0	0	1	0	1	0	0	0	1	0	1	2	0	2
Uncoded & errors	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0
<b>Total</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>	<b>373</b>	<b>14</b>	<b>106</b>



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

Age Group	2011			2012			2013			2014			2015		
	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	1	0	0	0	0	0	4	0	2	0	0	0	3	1	2
16 - 20	31	0	10	32	2	11	26	1	11	45	2	9	36	1	7
21 - 24	22	0	12	33	2	12	25	1	12	35	1	10	42	2	16
25 - 64	139	6	37	126	7	43	110	3	37	184	2	38	192	9	46
65 +	21	1	4	25	3	5	22	2	6	39	1	6	36	1	10
Unknown	7	0	0	6	0	0	5	0	1	2	0	0	2	0	1
<b>Total</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>	<b>311</b>	<b>14</b>	<b>82</b>

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



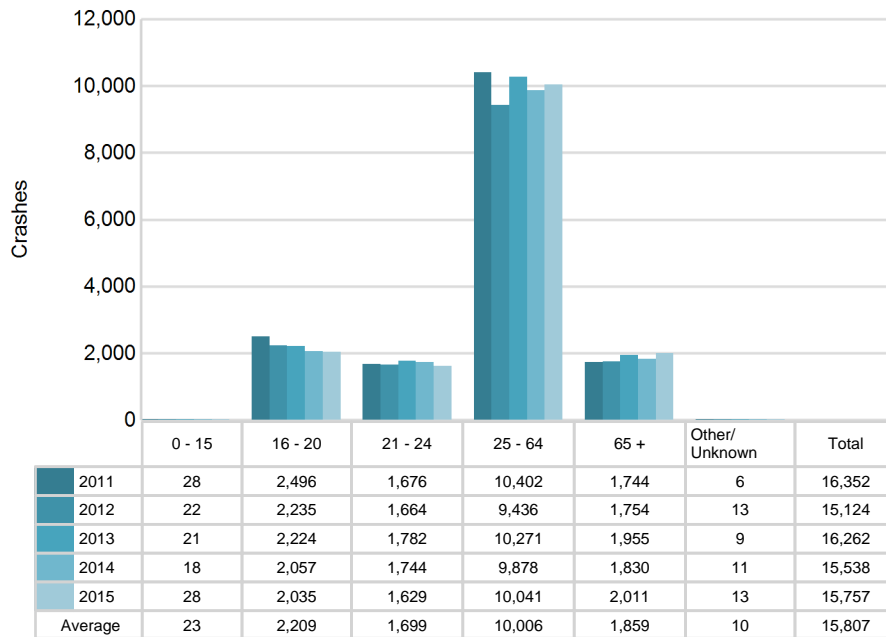
# MSP Post 31 - Bay City (Tri-City) (continued)

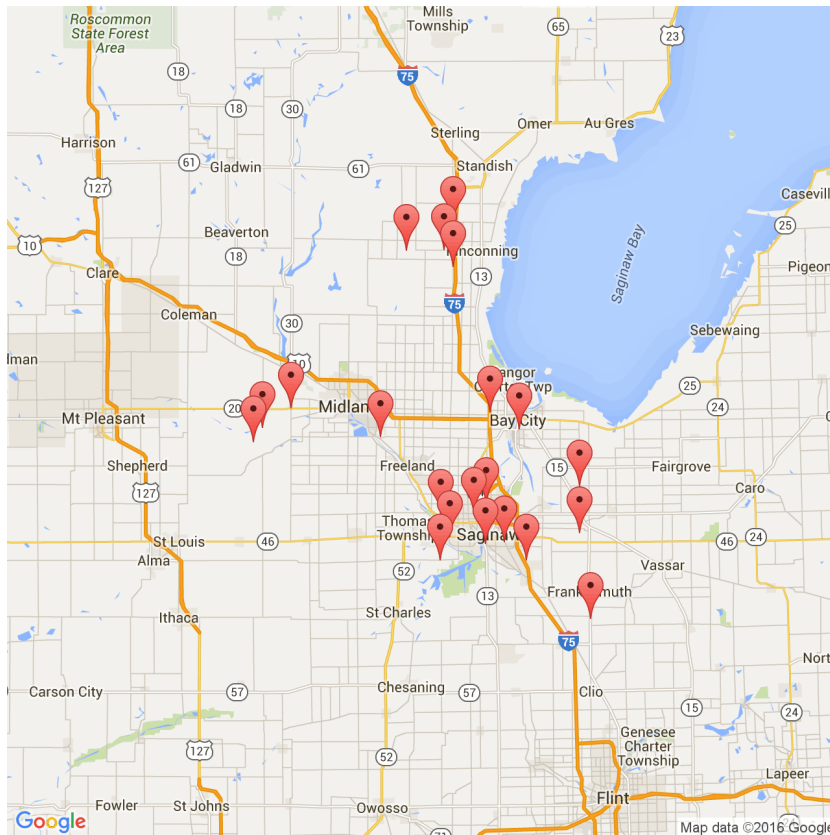
## 5-Year Trend - Seatbelt Used Among Drivers by Age

Age Group	2011			2012			2013			2014			2015		
	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	28	0	3	22	0	2	21	0	3	18	0	3	28	0	3
16 - 20	2,496	2	293	2,235	3	253	2,224	0	234	2,057	1	189	2,035	0	215
21 - 24	1,676	4	183	1,664	2	169	1,782	1	169	1,744	1	178	1,629	0	186
25 - 64	10,402	7	1,125	9,436	9	999	10,271	4	995	9,878	4	897	10,041	5	964
65 +	1,744	7	229	1,754	6	213	1,955	3	196	1,830	2	195	2,011	4	250
Unknown	6	0	0	13	0	1	9	0	0	11	0	0	13	0	1
<b>Total</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>	<b>15,757</b>	<b>9</b>	<b>1,619</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 2015 alcohol-involved fatal crashes in Post 31.

In 2015, there were 383 alcohol-involved crashes in Post 31:

- 21 K - Fatal Crashes
- 36 A - Incapacitating Injury Crashes
- 44 B - Non-incapacitating Injury Crashes
- 64 C - Possible Injury Crashes
- 218 O - Property Damage Only/No Injury Crashes

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