



2015

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

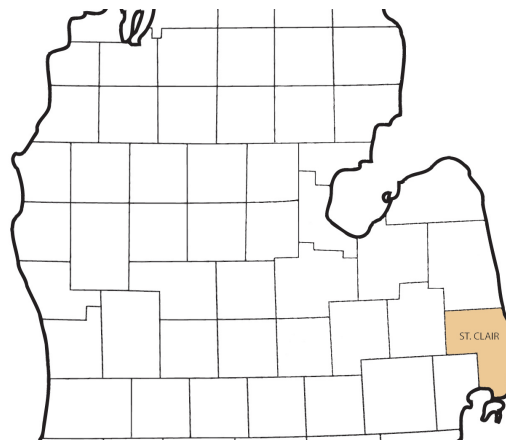
Property Damage Only (PDO)



Michigan State Police (MSP) Traffic Safety Network St. Clair

2015 Traffic Crash Data & 2011-2015 5-Year Trends

Traffic Safety Network St. Clair is comprised of St. Clair county.
Trend tables for this report are based on this county.



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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TSN St. Clair Experience

In 2015:

There were 6,280 drivers involved in 3,877 motor vehicle crashes in MSP Traffic Safety Network St. Clair. Of those crashes, 18 were classified as fatal, resulting in 18 fatalities. An additional 970 persons were injured.

Traffic Safety Network St. Clair experienced the highest number of motor vehicle crashes (426) in January, the highest number of fatal crashes (6) and the highest number of persons killed (6) in July.

Michigan driver statistics indicate 6.6 percent of licensed drivers in Traffic Safety Network St. Clair were age 16-20, and 12.1 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 | 426 | 0 | 81 | 345 | 0 | 97 |
| February | 319 | 0 | 41 | 278 | 0 | 50 |
| March | 251 | 2 | 47 | 202 | 2 | 63 |
| April | 260 | 0 | 48 | 212 | 0 | 71 |
| May | 291 | 0 | 58 | 233 | 0 | 78 |
| June | 308 | 0 | 62 | 246 | 0 | 92 |
| July | 319 | 6 | 74 | 239 | 6 | 114 |
| August | 288 | 3 | 60 | 225 | 3 | 92 |
| September | 302 | 1 | 52 | 249 | 1 | 75 |
| October | 348 | 3 | 62 | 283 | 3 | 84 |
| November | 395 | 2 | 53 | 340 | 2 | 81 |
| December | 370 | 1 | 55 | 314 | 1 | 73 |
| Total | 3,877 | 18 | 693 | 3,166 | 18 | 970 |

2015 - Driver Statistics

| Age Group | Statewide | | | Driver Rates | |
|--------------|------------------|------------------|--------------------|--------------------|------------------|
| | 2015 Population | Licensed Drivers | Drivers in Crashes | Per 10k Population | Per 10k Licensed |
| 0 - 15 | 1,938,950 | 52,553 | 13 | 0.1 | 2.5 |
| 16 - 20 | 675,253 | 474,427 | 763 | 11.3 | 16.1 |
| 21 - 24 | 580,519 | 480,600 | 541 | 9.3 | 11.3 |
| 25 - 64 | 5,157,183 | 4,760,526 | 3,825 | 7.4 | 8.0 |
| 65 + | 1,570,671 | 1,390,210 | 706 | 4.5 | 5.1 |
| Unknown | -- | -- | 432 | -- | -- |
| Total | 9,922,576 | 7,158,316 | 6,280 | 6.3 | 8.8 |

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 | 4,529 | 72.1 | 15 | 45.5 | 889 | 3,625 |
| Van & motorhome | 296 | 4.7 | 3 | 9.1 | 53 | 240 |
| Pickup truck | 1,005 | 16.0 | 5 | 15.2 | 173 | 827 |
| Small truck under 10,000 lbs. GVWR | 72 | 1.1 | 0 | 0.0 | 17 | 55 |
| Cycle | 50 | 0.8 | 5 | 15.2 | 36 | 9 |
| Moped | 8 | 0.1 | 0 | 0.0 | 5 | 3 |
| Go Cart | 0 | 0.0 | 0 | 0.0 | 0 | 0 |
| Snowmobile | 5 | 0.1 | 0 | 0.0 | 3 | 2 |
| Off-Road Vehicle (ORV) & All-Terrain Vehicle (ATV) | 4 | 0.1 | 1 | 3.0 | 2 | 1 |
| Other | 35 | 0.6 | 2 | 6.1 | 8 | 25 |
| Truck/bus over 10,000 lbs. | 167 | 2.7 | 1 | 3.0 | 18 | 148 |
| Unknown | 109 | 1.7 | 1 | 3.0 | 10 | 98 |
| Total | 6,280 | 100.0 | 33 | 100.0 | 1,214 | 5,033 |

MSP Traffic Safety Network St. Clair (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 | 376 | 0 | 405 | 1 | 332 | 0 | 448 | 0 | 426 | 0 |
| February | 369 | 1 | 307 | 1 | 327 | 0 | 344 | 0 | 319 | 0 |
| March | 365 | 0 | 238 | 1 | 285 | 0 | 350 | 0 | 251 | 2 |
| April | 245 | 3 | 232 | 1 | 199 | 1 | 222 | 1 | 260 | 0 |
| May | 292 | 1 | 313 | 2 | 283 | 1 | 263 | 3 | 291 | 0 |
| June | 322 | 0 | 281 | 0 | 282 | 3 | 311 | 3 | 308 | 0 |
| July | 311 | 3 | 310 | 0 | 285 | 3 | 261 | 7 | 319 | 6 |
| August | 265 | 1 | 291 | 6 | 258 | 0 | 283 | 0 | 288 | 3 |
| September | 324 | 1 | 267 | 5 | 254 | 0 | 264 | 0 | 302 | 1 |
| October | 373 | 4 | 339 | 2 | 392 | 1 | 376 | 1 | 348 | 3 |
| November | 397 | 1 | 376 | 0 | 396 | 2 | 446 | 1 | 395 | 2 |
| December | 336 | 1 | 439 | 4 | 373 | 1 | 291 | 0 | 370 | 1 |
| Total | 3,975 | 16 | 3,798 | 23 | 3,666 | 12 | 3,859 | 16 | 3,877 | 18 |

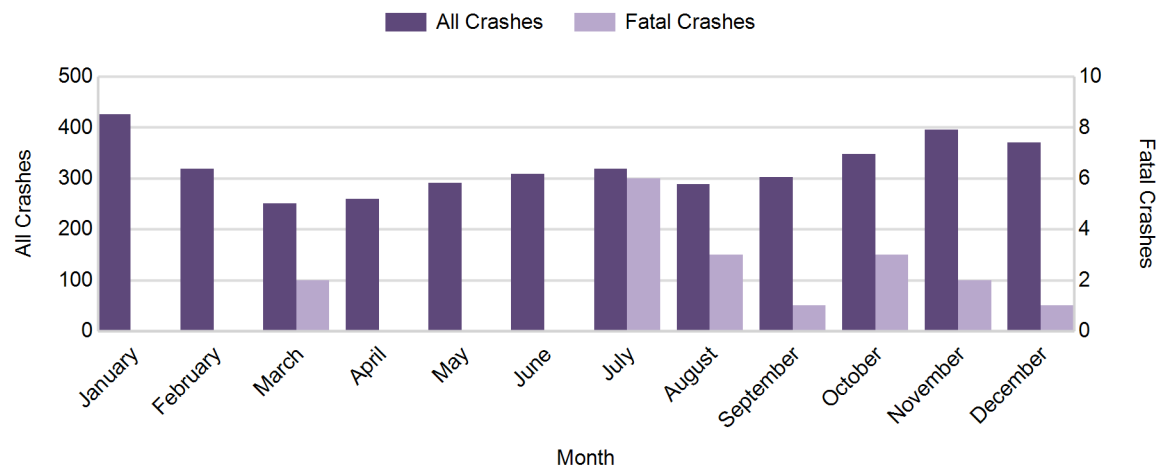
Note: † Indicates that the highest number of total crashes reported in the 5-year period occurred in the same month

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 | 558 | 2 | 501 | 2 | 485 | 1 | 483 | 1 | 571 | 0 |
| Tuesday | 561 | 1 | 534 | 3 | 535 | 2 | 521 | 3 | 599 | 4 |
| Wednesday | 596 | 2 | 520 | 1 | 550 | 2 | 601 | 1 | 598 | 2 |
| Thursday | 581 | 1 | 573 | 2 | 572 | 0 | 634 | 2 | 583 | 2 |
| Friday | 707 | 4 | 718 | 7 | 596 | 0 | 663 | 1 | 586 | 1 |
| Saturday | 552 | 5 | 489 | 0 | 542 | 5 | 538 | 4 | 492 | 3 |
| Sunday | 420 | 1 | 463 | 8 | 386 | 2 | 419 | 4 | 448 | 6 |
| Total | 3,975 | 16 | 3,798 | 23 | 3,666 | 12 | 3,859 | 16 | 3,877 | 18 |

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

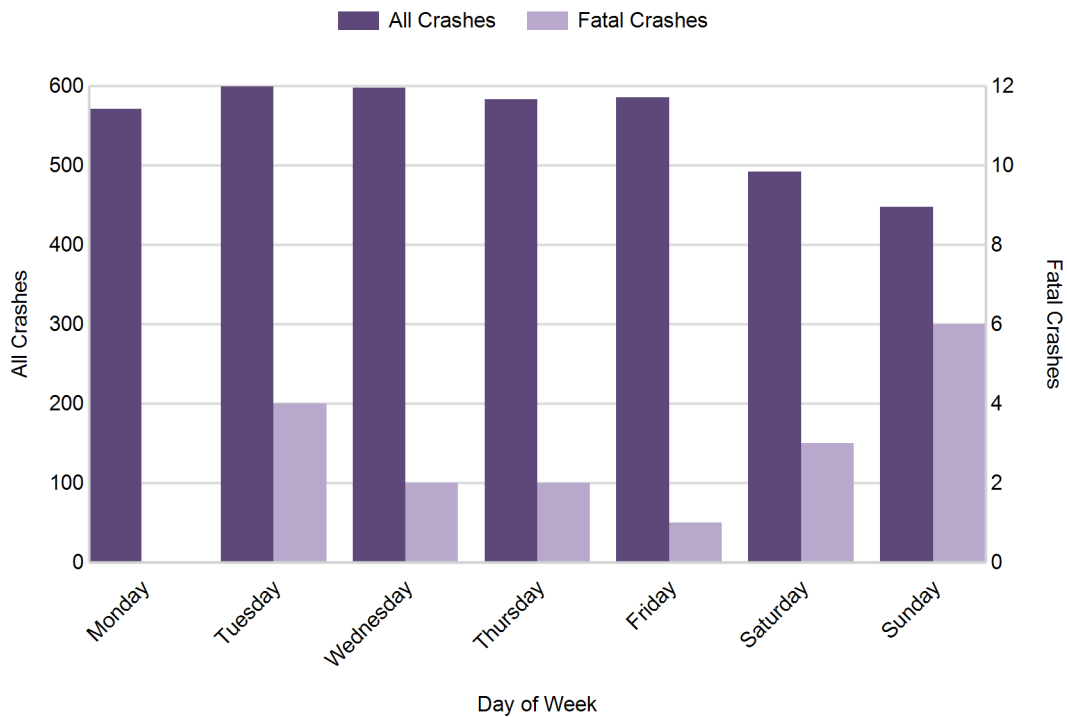
2015 Crashes by Month



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 | 571 | 14.7 | 0 | 0.0 | 6 | 22 | 66 | 477 |
| Tuesday | 599 | 15.5 | 4 | 22.2 | 8 | 23 | 67 | 497 |
| Wednesday | 598 | 15.4 | 2 | 11.1 | 8 | 29 | 81 | 478 |
| Thursday | 583 | 15.0 | 2 | 11.1 | 7 | 21 | 61 | 492 |
| Friday | 586 | 15.1 | 1 | 5.6 | 10 | 22 | 94 | 459 |
| Saturday | 492 | 12.7 | 3 | 16.7 | 7 | 22 | 47 | 413 |
| Sunday | 448 | 11.6 | 6 | 33.3 | 5 | 20 | 67 | 350 |
| Total | 3,877 | 100.0 | 18 | 100.0 | 51 | 159 | 483 | 3,166 |

2015 Day of Week and Severity

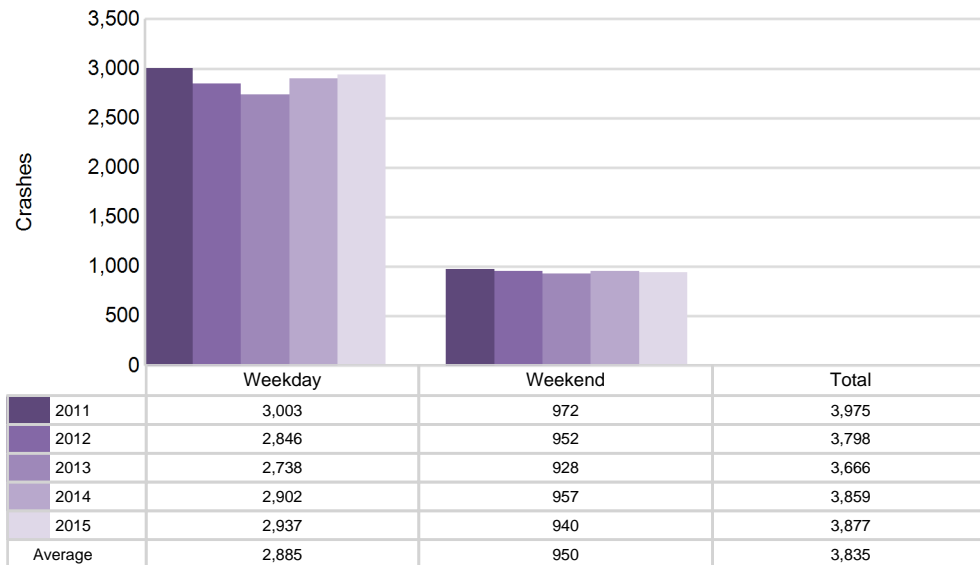


MSP Traffic Safety Network St. Clair (continued)

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 | 3,003 | 10 | 2,846 | 15 | 2,738 | 5 | 2,902 | 8 | 2,937 | 9 |
| Weekend | 972 | 6 | 952 | 8 | 928 | 7 | 957 | 8 | 940 | 9 |
| Total | 3,975 | 16 | 3,798 | 23 | 3,666 | 12 | 3,859 | 16 | 3,877 | 18 |

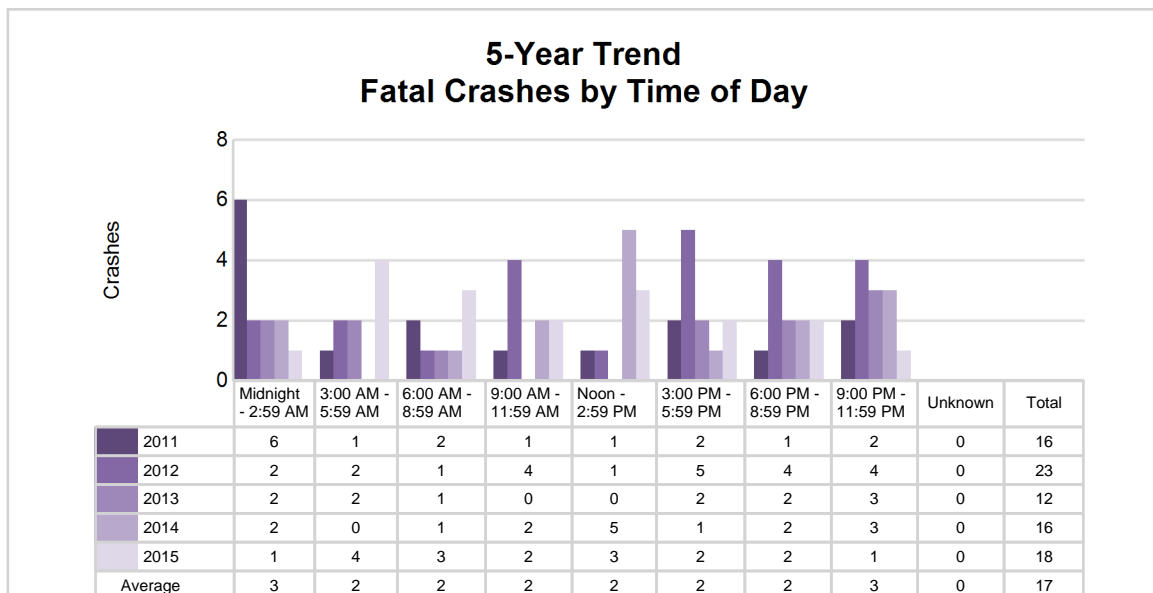
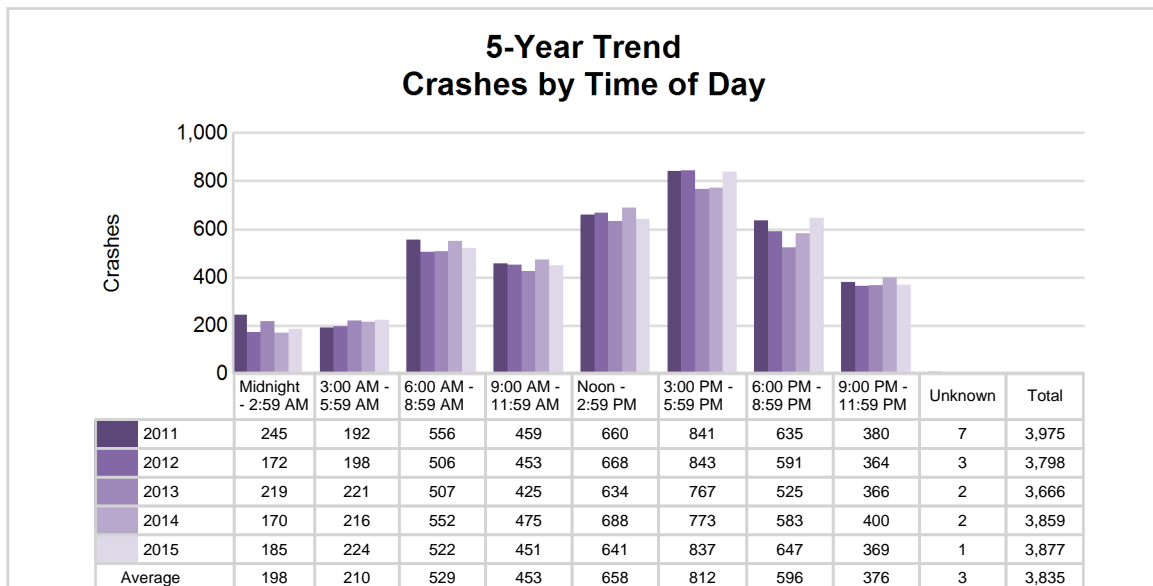
5-Year Crash Trends by Weekday (Monday - Friday) and Weekend (Saturday & Sunday)



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 | 245 | 6 | 172 | 2 | 219 | 2 | 170 | 2 | 185 | 1 |
| 3:00 AM - 5:59 AM | 192 | 1 | 198 | 2 | 221 | 2 | 216 | 0 | 224 | 4 |
| 6:00 AM - 8:59 AM | 556 | 2 | 506 | 1 | 507 | 1 | 552 | 1 | 522 | 3 |
| 9:00 AM - 11:59 AM | 459 | 1 | 453 | 4 | 425 | 0 | 475 | 2 | 451 | 2 |
| Noon - 2:59 PM | 660 | 1 | 668 | 1 | 634 | 0 | 688 | 5 | 641 | 3 |
| 3:00 PM - 5:59 PM | 841 † | 2 | 843 † | 5 | 767 † | 2 | 773 † | 1 | 837 † | 2 |
| 6:00 PM - 8:59 PM | 635 | 1 | 591 | 4 | 525 | 2 | 583 | 2 | 647 | 2 |
| 9:00 PM - 11:59 PM | 380 | 2 | 364 | 4 | 366 | 3 | 400 | 3 | 369 | 1 |
| Unknown | 7 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |
| Total | 3,975 | 16 | 3,798 | 23 | 3,666 | 12 | 3,859 | 16 | 3,877 | 18 |

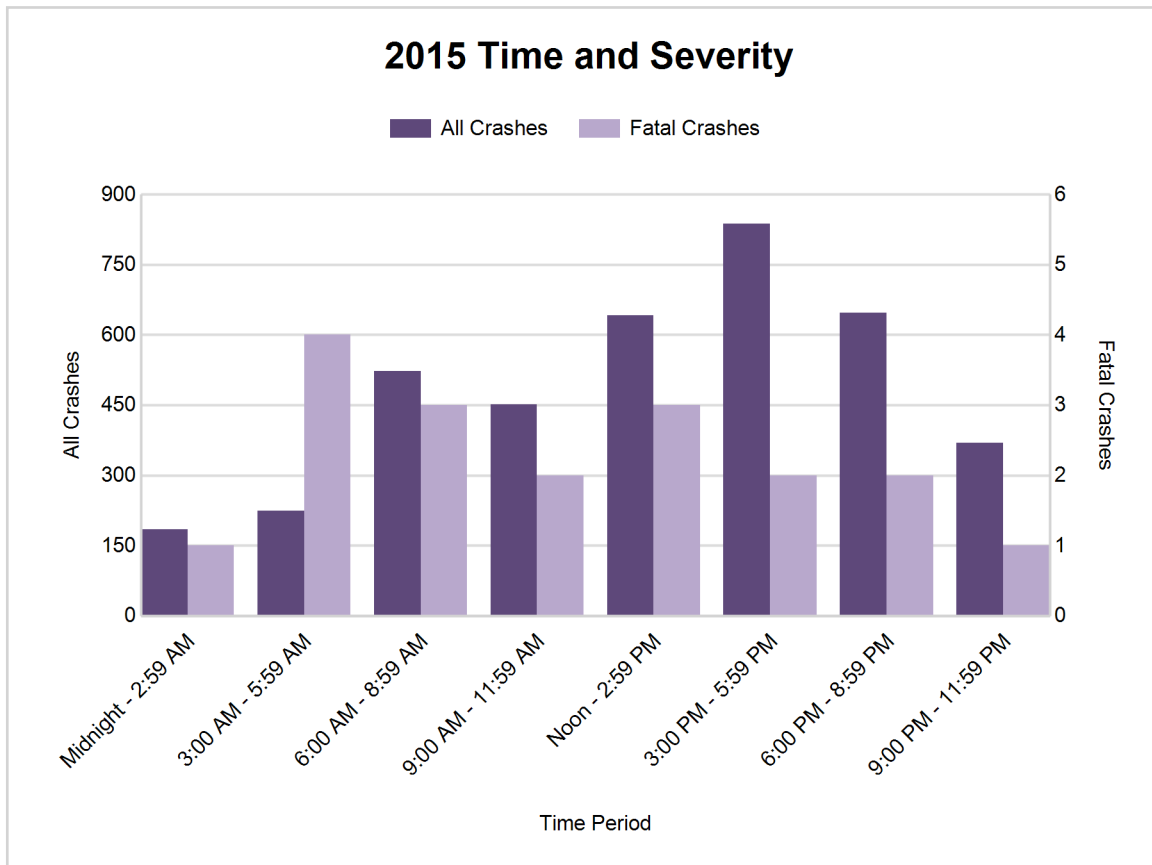
Note: † Indicates that the highest number of total crashes reported in the 5-year period occurred in the same time period



MSP Traffic Safety Network St. Clair (continued)

2015 - Time and Severity

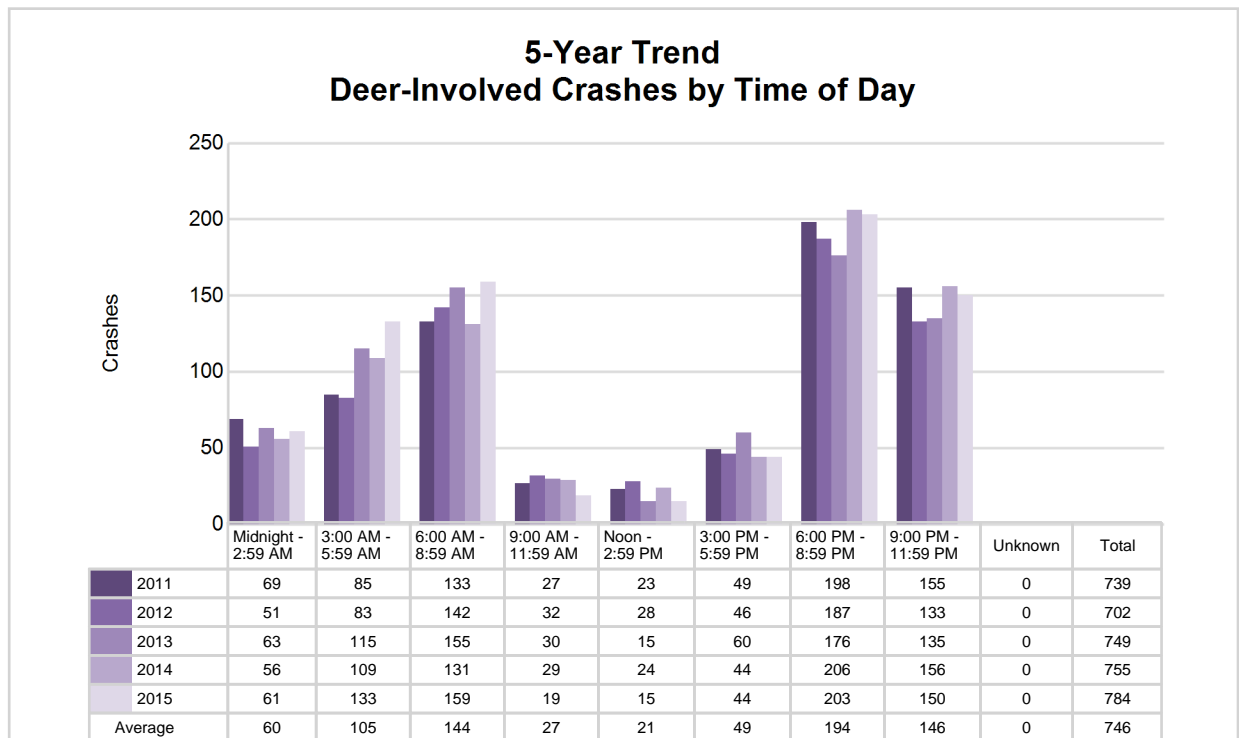
| Time of Day | All Crashes | | Fatal Crashes | | Injury Crashes | | | PDO Crashes |
|--------------------|--------------|--------------|---------------|--------------|----------------|------------|------------|--------------|
| | Number | % of Total | Number | % of Fatal | A | B | C | Number |
| Midnight - 2:59 AM | 185 | 4.8 | 1 | 5.6 | 3 | 6 | 20 | 155 |
| 3:00 AM - 5:59 AM | 224 | 5.8 | 4 | 22.2 | 2 | 7 | 13 | 198 |
| 6:00 AM - 8:59 AM | 522 | 13.5 | 3 | 16.7 | 4 | 13 | 51 | 451 |
| 9:00 AM - 11:59 AM | 451 | 11.6 | 2 | 11.1 | 10 | 18 | 73 | 348 |
| Noon - 2:59 PM | 641 | 16.5 | 3 | 16.7 | 14 | 30 | 101 | 493 |
| 3:00 PM - 5:59 PM | 837 | 21.6 | 2 | 11.1 | 7 | 41 | 121 | 666 |
| 6:00 PM - 8:59 PM | 647 | 16.7 | 2 | 11.1 | 8 | 25 | 64 | 548 |
| 9:00 PM - 11:59 PM | 369 | 9.5 | 1 | 5.6 | 3 | 18 | 40 | 307 |
| Unknown | 1 | 0.0 | 0 | 0.0 | 0 | 1 | 0 | 0 |
| Total | 3,877 | 100.0 | 18 | 100.0 | 51 | 159 | 483 | 3,166 |



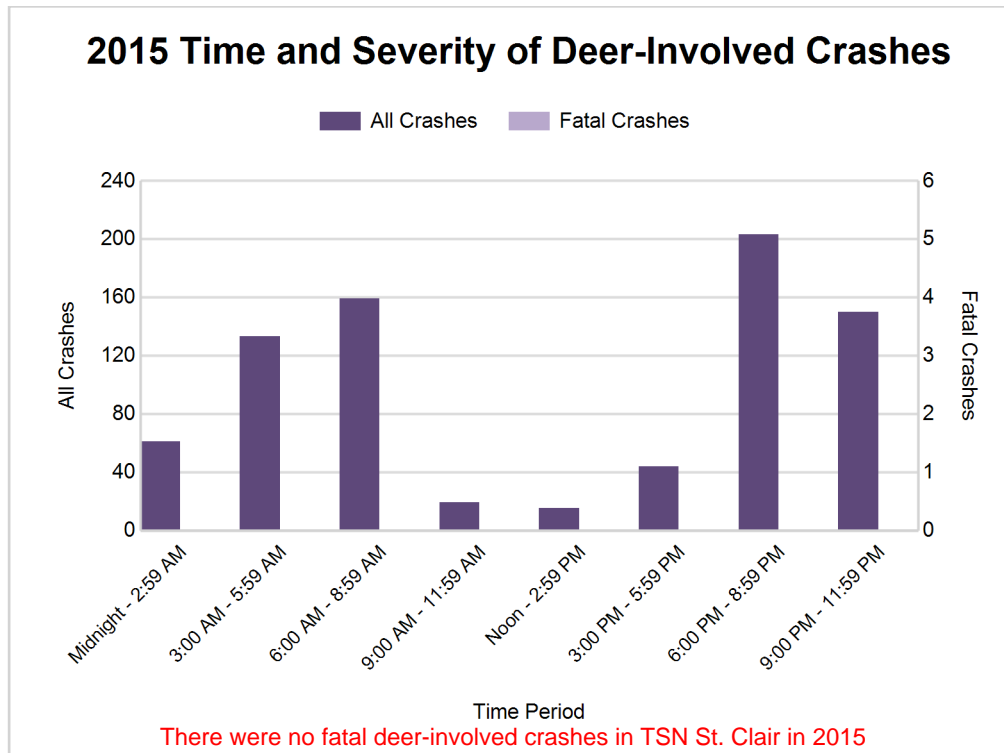
5-Year Trend - Deer-Involved Crashes by Time of Day

| 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 | 69 | 0 | 51 | 0 | 63 | 0 | 56 | 0 | 61 | 0 |
| 3:00 AM - 5:59 AM | 85 | 0 | 83 | 0 | 115 | 0 | 109 | 0 | 133 | 0 |
| 6:00 AM - 8:59 AM | 133 | 0 | 142 | 0 | 155 | 0 | 131 | 0 | 159 | 0 |
| 9:00 AM - 11:59 AM | 27 | 0 | 32 | 0 | 30 | 0 | 29 | 0 | 19 | 0 |
| Noon - 2:59 PM | 23 | 0 | 28 | 0 | 15 | 0 | 24 | 0 | 15 | 0 |
| 3:00 PM - 5:59 PM | 49 | 0 | 46 | 0 | 60 | 0 | 44 | 0 | 44 | 0 |
| 6:00 PM - 8:59 PM | 198 † | 0 | 187 † | 0 | 176 † | 0 | 206 † | 0 | 203 † | 0 |
| 9:00 PM - 11:59 PM | 155 | 0 | 133 | 1 | 135 | 0 | 156 | 0 | 150 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 739 | 0 | 702 | 1 | 749 | 0 | 755 | 0 | 784 | 0 |

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



MSP Traffic Safety Network St. Clair (continued)



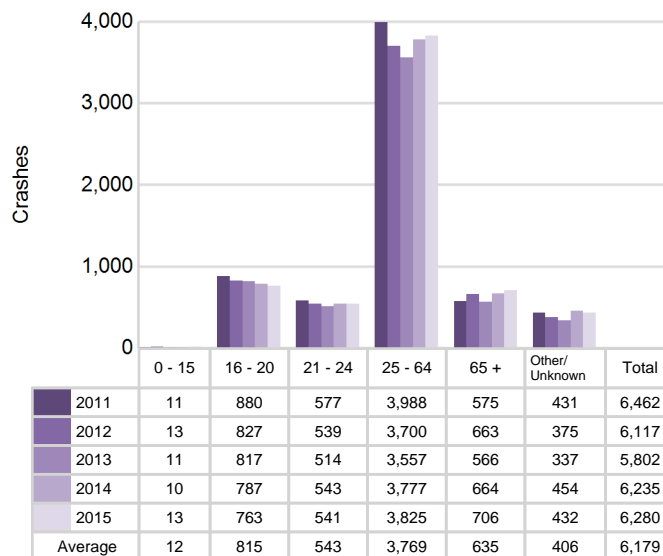
2015 - Reported Motor Vehicle Crashes by County

| County | Crashes | | | | | | | | | | | Persons | |
|--------------|--------------|-----------|------------|-----------------|-------------|----------|-------------|--------------|------------------|---------------|---------------|------------|------------|
| | Total | Fatal | Injury | Property Damage | Inter-state | US Route | State Route | Local Street | Alcohol-Involved | Drug-Involved | Deer-Involved | Fatalities | Injuries |
| St. Clair | 3,877 | 18 | 693 | 3,166 | 683 | 0 | 729 | 2,465 | 141 | 33 | 784 | 18 | 970 |
| Total | 3,877 | 18 | 693 | 3,166 | 683 | 0 | 729 | 2,465 | 141 | 33 | 784 | 18 | 970 |

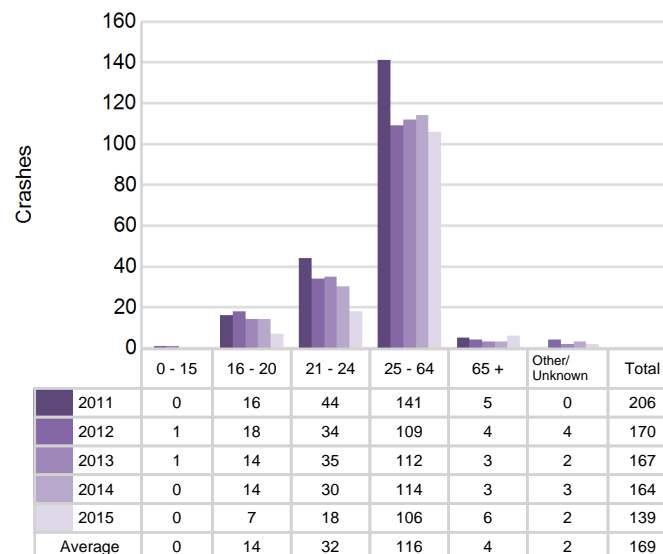
5-Year Trend - Drivers in Crashes Coded Drinking by Driver Age

| 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 | 11 | 0 | 13 | 1 | 11 | 1 | 10 | 0 | 13 | 0 |
| 16 - 20 | 880 | 16 | 827 | 18 | 817 | 14 | 787 | 14 | 763 | 7 |
| 21 - 24 | 577 | 44 | 539 | 34 | 514 | 35 | 543 | 30 | 541 | 18 |
| 25 - 64 | 3,988 | 141 | 3,700 | 109 | 3,557 | 112 | 3,777 | 114 | 3,825 | 106 |
| 65 + | 575 | 5 | 663 | 4 | 566 | 3 | 664 | 3 | 706 | 6 |
| Unknown | 431 | 0 | 375 | 4 | 337 | 2 | 454 | 3 | 432 | 2 |
| Total | 6,462 | 206 | 6,117 | 170 | 5,802 | 167 | 6,235 | 164 | 6,280 | 139 |

5-Year Trend Total Drivers in Crashes by Age



5-Year Trend Total Drivers Coded Drinking by Age



MSP Traffic Safety Network St. Clair (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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 - 20 | 10 | 9 | 5 | 7 | 0 | 1 | 2 | 0 | 4 |
| 21 - 24 | 19 | 22 | 14 | 18 | 0 | 2 | 4 | 4 | 8 |
| 25 - 64 | 137 | 137 | 85 | 106 | 1 | 9 | 25 | 23 | 48 |
| 65 + | 9 | 6 | 5 | 6 | 0 | 1 | 1 | 0 | 4 |
| Unknown | 21 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Total | 196 | 174 | 109 | 139 | 1 | 13 | 32 | 27 | 66 |

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 196 drivers in alcohol-involved crashes; 139 (70.9%) of those drivers were coded as had-been-drinking by the officer on the crash form.

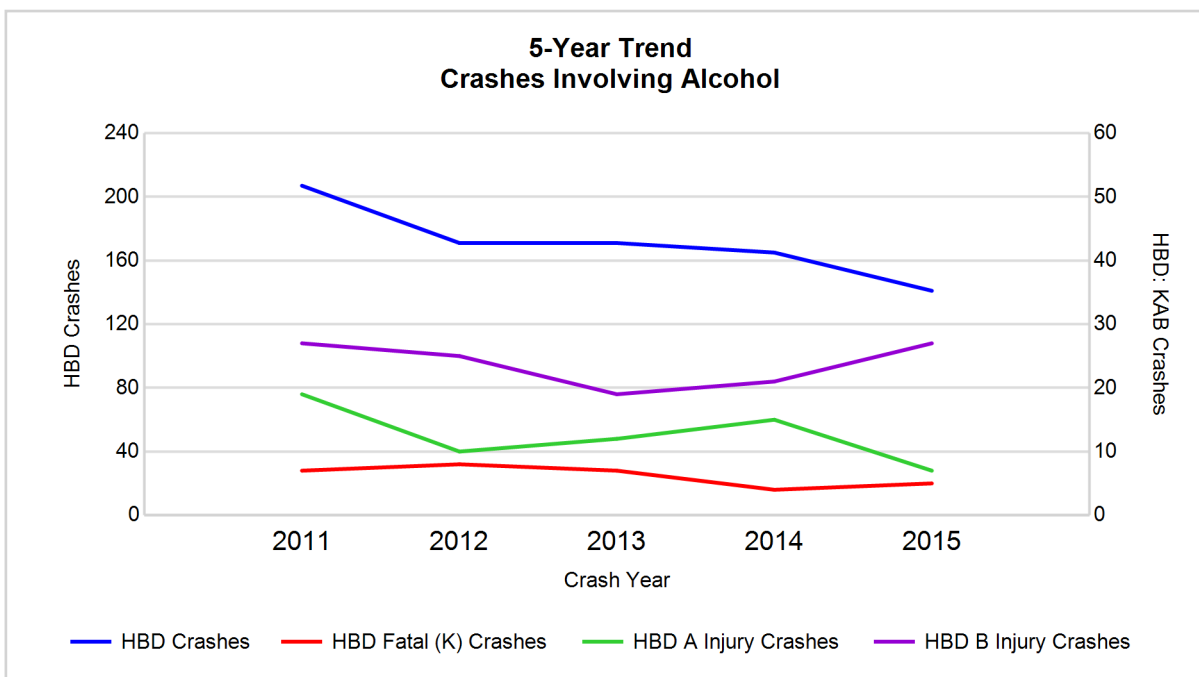
- 59 (42.4%) of the 139 drivers had a blood alcohol concentration (BAC) of 0.08 g/dL (grams per deciliter) or greater, and 27 (45.8%) of the 59 drivers had a BAC at or above 0.17 g/dL.
- 109 (78.4%) of the 139 drivers were coded as had-been-drinking and were tested for alcohol consumption.

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 | 3,975 | 207 | 5.2 | 16 | 7 | 43.8 | 88 | 19 | 21.6 | 161 | 27 | 16.8 |
| 2012 | 3,798 | 171 | 4.5 | 23 | 8 | 34.8 | 75 | 10 | 13.3 | 168 | 25 | 14.9 |
| 2013 | 3,666 | 171 | 4.7 | 12 | 7 | 58.3 | 64 | 12 | 18.8 | 164 | 19 | 11.6 |
| 2014 | 3,859 | 165 | 4.3 | 16 | 4 | 25.0 | 70 | 15 | 21.4 | 157 | 21 | 13.4 |
| 2015 | 3,877 | 141* | 3.6* | 18 | 5 | 27.8 | 51* | 7* | 13.7 | 159 | 27 | 17.0** |

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



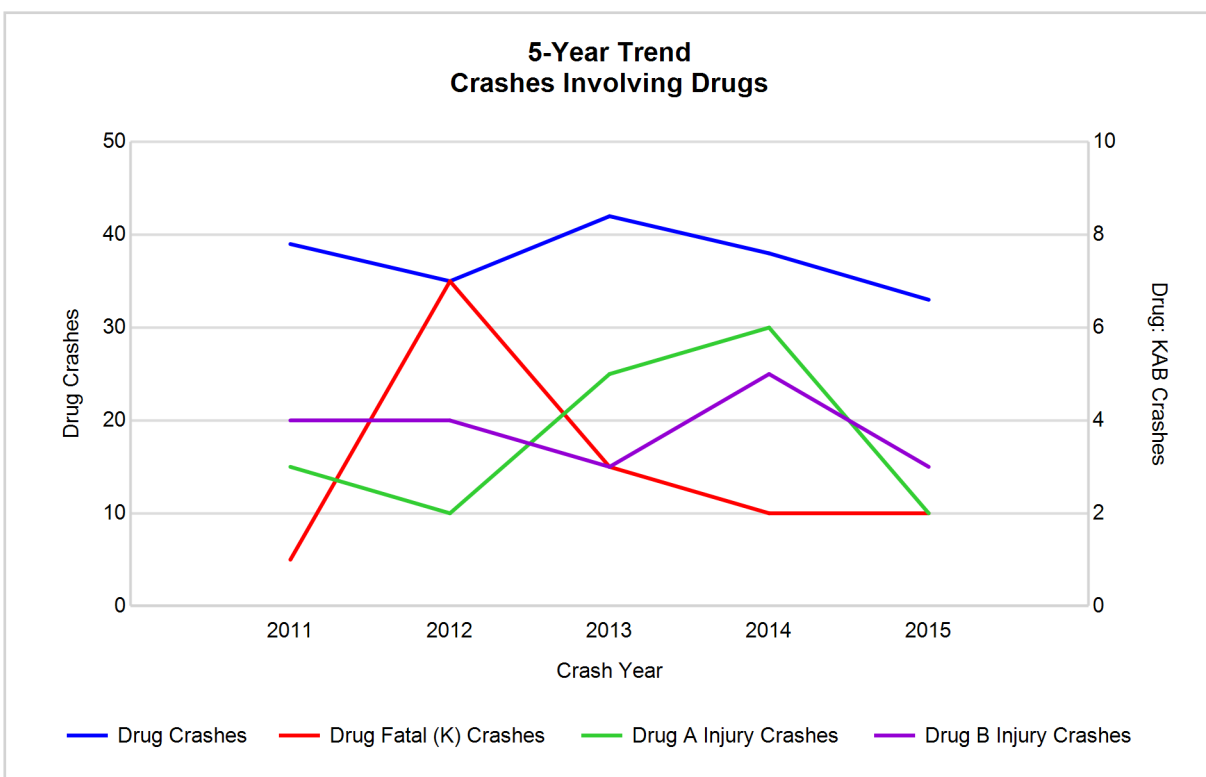
Note: Had-Been-Drinking (HBD)

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 | 3,975 | 39 | 1.0 | 16 | 1 | 6.3 | 88 | 3 | 3.4 | 161 | 4 | 2.5 |
| 2012 | 3,798 | 35 | 0.9 | 23 | 7 | 30.4 | 75 | 2 | 2.7 | 168 | 4 | 2.4 |
| 2013 | 3,666 | 42 | 1.1 | 12 | 3 | 25.0 | 64 | 5 | 7.8 | 164 | 3 | 1.8 |
| 2014 | 3,859 | 38 | 1.0 | 16 | 2 | 12.5 | 70 | 6 | 8.6 | 157 | 5 | 3.2 |
| 2015 | 3,877 | 33* | 0.9 | 18 | 2 | 11.1 | 51* | 2 | 3.9 | 159 | 3 | 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



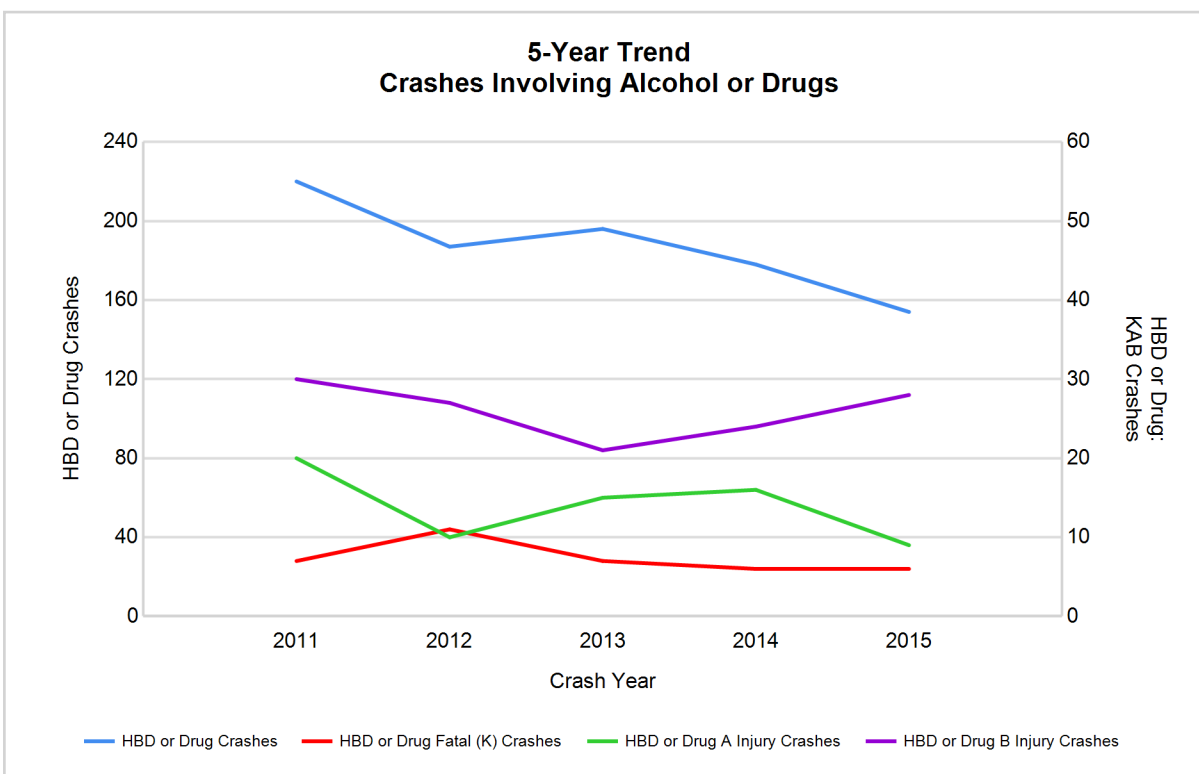
MSP Traffic Safety Network St. Clair (continued)

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 | 3,975 | 220 | 5.5 | 16 | 7 | 43.8 | 88 | 20 | 22.7 | 161 | 30 | 18.6 |
| 2012 | 3,798 | 187 | 4.9 | 23 | 11 | 47.8 | 75 | 10 | 13.3 | 168 | 27 | 16.1 |
| 2013 | 3,666 | 196 | 5.3 | 12 | 7 | 58.3 | 64 | 15 | 23.4 | 164 | 21 | 12.8 |
| 2014 | 3,859 | 178 | 4.6 | 16 | 6 | 37.5 | 70 | 16 | 22.9 | 157 | 24 | 15.3 |
| 2015 | 3,877 | 154* | 4.0* | 18 | 6 | 33.3* | 51* | 9* | 17.6 | 159 | 28 | 17.6 |

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)

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 | 4,709 | 4,322 | 91.8 | 7 | 6 | 85.7 | 25 | 18 | 72.0 | 136 | 110 | 80.9 | 530 | 505 | 95.3 | 3,790 | 3,683 | 97.2 |
| Van & motorhome | 316 | 291 | 92.1 | 1 | 1 | 100.0 | 4 | 2 | 50.0 | 7 | 6 | 85.7 | 36 | 33 | 91.7 | 253 | 248 | 98.0 |
| Pickup truck | 1,039 | 938 | 90.3 | 2 | 1 | 50.0 | 8 | 7 | 87.5 | 17 | 14 | 82.4 | 83 | 79 | 95.2 | 862 | 836 | 97.0 |
| Small truck under 10,000 lbs. GVWR | 77 | 73 | 94.8 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 4 | 4 | 100.0 | 9 | 9 | 100.0 | 61 | 60 | 98.4 |
| Cycle | 54 | 37 | 68.5 | 4 | 3 | 75.0 | 8 | 4 | 50.0 | 12 | 8 | 66.7 | 20 | 14 | 70.0 | 10 | 8 | 80.0 |
| Moped | 8 | 2 | 25.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 3 | 0 | 0.0 | 2 | 0 | 0.0 | 3 | 2 | 66.7 |
| 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 | 5 | 4 | 80.0 | 0 | 0 | 0.0 | 1 | 1 | 100.0 | 1 | 1 | 100.0 | 1 | 1 | 100.0 | 1 | 1 | 100.0 |
| Off-Road Vehicle (ORV) & All-Terrain Vehicle (ATV) | 5 | 2 | 40.0 | 1 | 0 | 0.0 | 1 | 0 | 0.0 | 1 | 0 | 0.0 | 0 | 0 | 0.0 | 2 | 2 | 100.0 |
| Other | 35 | 25 | 71.4 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 2 | 1 | 50.0 | 1 | 1 | 100.0 | 30 | 23 | 76.7 |
| Truck/bus over 10,000 lbs. | 167 | 160 | 95.8 | 0 | 0 | 0.0 | 2 | 2 | 100.0 | 0 | 0 | 0.0 | 4 | 4 | 100.0 | 161 | 154 | 95.7 |
| Unknown | 109 | 2 | 1.8 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 3 | 2 | 66.7 |
| Total | 6,524 | 5,856 | 89.8 | 15 | 11 | 73.3 | 49 | 34 | 69.4 | 183 | 144 | 78.7 | 686 | 646 | 94.2 | 5,176 | 5,019 | 97.0 |

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 | 75 | 70 | 93.3 | 0 | 0 | 0.0 | 3 | 2 | 66.7 | 11 | 10 | 90.9 | 49 | 48 | 98.0 | 12 | 10 | 83.3 |
| 16 - 20 | 799 | 779 | 97.5 | 1 | 1 | 100.0 | 4 | 3 | 75.0 | 26 | 21 | 80.8 | 94 | 90 | 95.7 | 674 | 664 | 98.5 |
| 21 - 24 | 563 | 526 | 93.4 | 2 | 1 | 50.0 | 2 | 2 | 100.0 | 23 | 11 | 47.8 | 56 | 54 | 96.4 | 478 | 458 | 95.8 |
| 25 - 64 | 3,919 | 3,763 | 96.0 | 6 | 3 | 50.0 | 32 | 20 | 62.5 | 99 | 80 | 80.8 | 401 | 371 | 92.5 | 3,378 | 3,288 | 97.3 |
| 65 + | 736 | 713 | 96.9 | 6 | 6 | 100.0 | 8 | 7 | 87.5 | 24 | 22 | 91.7 | 86 | 83 | 96.5 | 612 | 595 | 97.2 |
| Unknown | 432 | 5 | 1.2 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 22 | 4 | 18.2 |
| Total | 6,524 | 5,856 | 89.8 | 15 | 11 | 73.3 | 49 | 34 | 69.4 | 183 | 144 | 78.7 | 686 | 646 | 94.2 | 5,176 | 5,019 | 97.0 |

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 Traffic Safety Network St. Clair (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 | 68 | 0 | 8 | 58 | 0 | 11 | 37 | 0 | 3 | 34 | 0 | 6 | 31 | 0 | 7 |
| Shoulder belt only used | 4 | 0 | 0 | 9 | 0 | 1 | 13 | 0 | 1 | 19 | 0 | 1 | 20 | 0 | 2 |
| Lap belt only used | 18 | 0 | 0 | 23 | 0 | 3 | 32 | 0 | 4 | 23 | 0 | 5 | 29 | 0 | 3 |
| Both lap & shoulder belts used | 5,738 | 5 | 667 | 5,411 | 7 | 613 | 5,198 | 1 | 621 | 5,487 | 3 | 591 | 5,550 | 5 | 581 |
| No belts used | 67 | 4 | 34 | 79 | 2 | 20 | 48 | 2 | 17 | 47 | 3 | 19 | 63 | 1 | 23 |
| Child restraint used | 1 | 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 | 4 | 0 | 1 | 4 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Restraint use unknown | 126 | 0 | 23 | 109 | 3 | 11 | 82 | 1 | 18 | 143 | 1 | 21 | 243 | 0 | 17 |
| Helmet worn | 52 | 1 | 39 | 55 | 2 | 41 | 44 | 1 | 29 | 42 | 4 | 28 | 42 | 2 | 27 |
| Helmet not worn | 7 | 1 | 5 | 16 | 1 | 13 | 25 | 3 | 19 | 24 | 2 | 16 | 19 | 2 | 15 |
| Helmet use unknown | 2 | 0 | 1 | 4 | 0 | 4 | 4 | 0 | 2 | 4 | 0 | 3 | 5 | 0 | 4 |
| Uncoded & errors | 375 | 0 | 0 | 349 | 0 | 0 | 318 | 0 | 0 | 411 | 0 | 1 | 278 | 0 | 0 |
| Total | 6,462 | 11 | 778 | 6,117 | 15 | 718 | 5,802 | 8 | 714 | 6,235 | 13 | 691 | 6,280 | 10 | 679 |

5-Year Trend - Restraint Use Among Drivers Coded Drinking

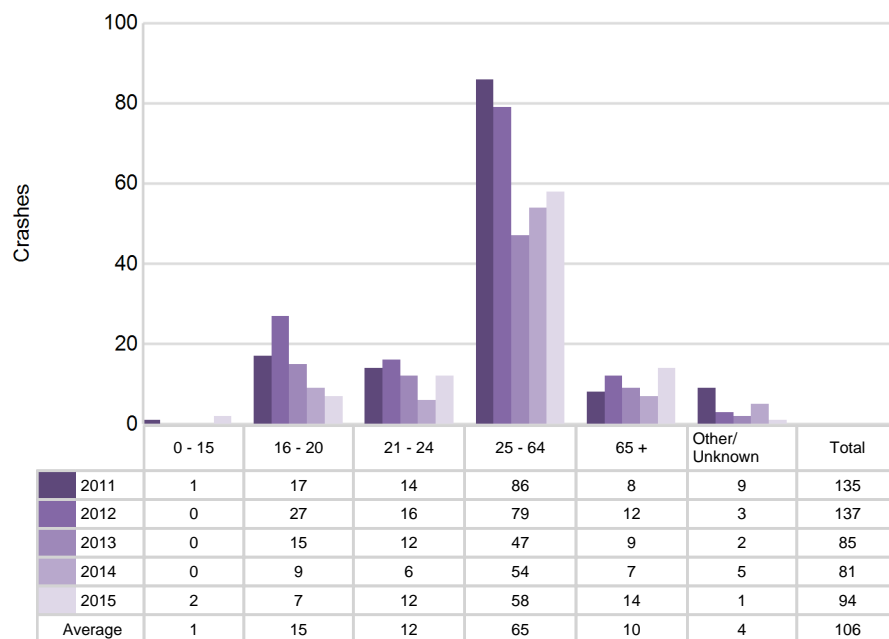
| Restraint Use | 2011 | | | 2012 | | | 2013 | | | 2014 | | | 2015 | | |
|---|------------|---------------|-----------------|------------|---------------|-----------------|------------|---------------|-----------------|------------|---------------|-----------------|------------|---------------|-----------------|
| | 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 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Shoulder belt only used | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Lap belt only used | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Both lap & shoulder belts used | 145 | 0 | 33 | 117 | 1 | 24 | 128 | 0 | 38 | 115 | 0 | 30 | 84 | 0 | 23 |
| No belts used | 17 | 3 | 10 | 21 | 2 | 5 | 12 | 2 | 6 | 13 | 2 | 7 | 15 | 1 | 9 |
| 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 | 0 | 0 | 0 |
| Restraint use unknown | 33 | 0 | 17 | 18 | 0 | 3 | 17 | 1 | 6 | 27 | 0 | 6 | 23 | 0 | 7 |
| Helmet worn | 7 | 1 | 5 | 4 | 1 | 2 | 3 | 0 | 3 | 2 | 1 | 1 | 4 | 1 | 2 |
| Helmet not worn | 2 | 1 | 1 | 6 | 0 | 6 | 3 | 1 | 1 | 4 | 0 | 4 | 5 | 2 | 2 |
| Helmet use unknown | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Uncoded & errors | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 |
| Total | 206 | 5 | 68 | 170 | 4 | 42 | 167 | 4 | 55 | 164 | 3 | 48 | 139 | 4 | 47 |

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 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 16 - 20 | 17 | 1 | 7 | 27 | 2 | 8 | 15 | 0 | 4 | 9 | 0 | 4 | 7 | 0 | 0 |
| 21 - 24 | 14 | 0 | 9 | 16 | 0 | 5 | 12 | 0 | 2 | 6 | 0 | 2 | 12 | 0 | 5 |
| 25 - 64 | 86 | 3 | 24 | 79 | 0 | 17 | 47 | 2 | 13 | 54 | 2 | 12 | 58 | 1 | 21 |
| 65 + | 8 | 0 | 2 | 12 | 0 | 1 | 9 | 0 | 1 | 7 | 1 | 5 | 14 | 0 | 4 |
| Unknown | 9 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 0 |
| Total | 135 | 4 | 42 | 137 | 2 | 31 | 85 | 2 | 20 | 81 | 3 | 25 | 94 | 1 | 30 |

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

5-Year Trend Driver Seatbelt Not Used



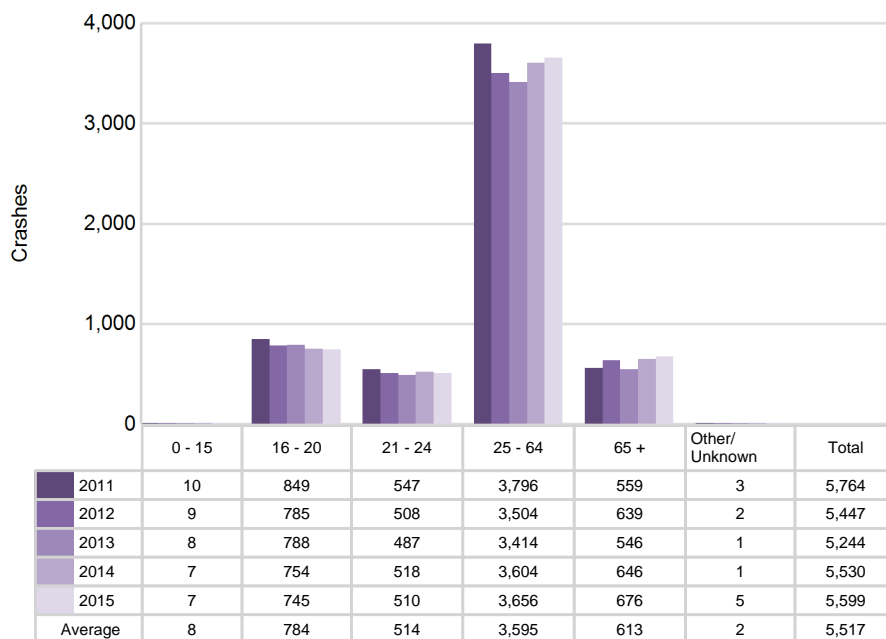
MSP Traffic Safety Network St. Clair (continued)

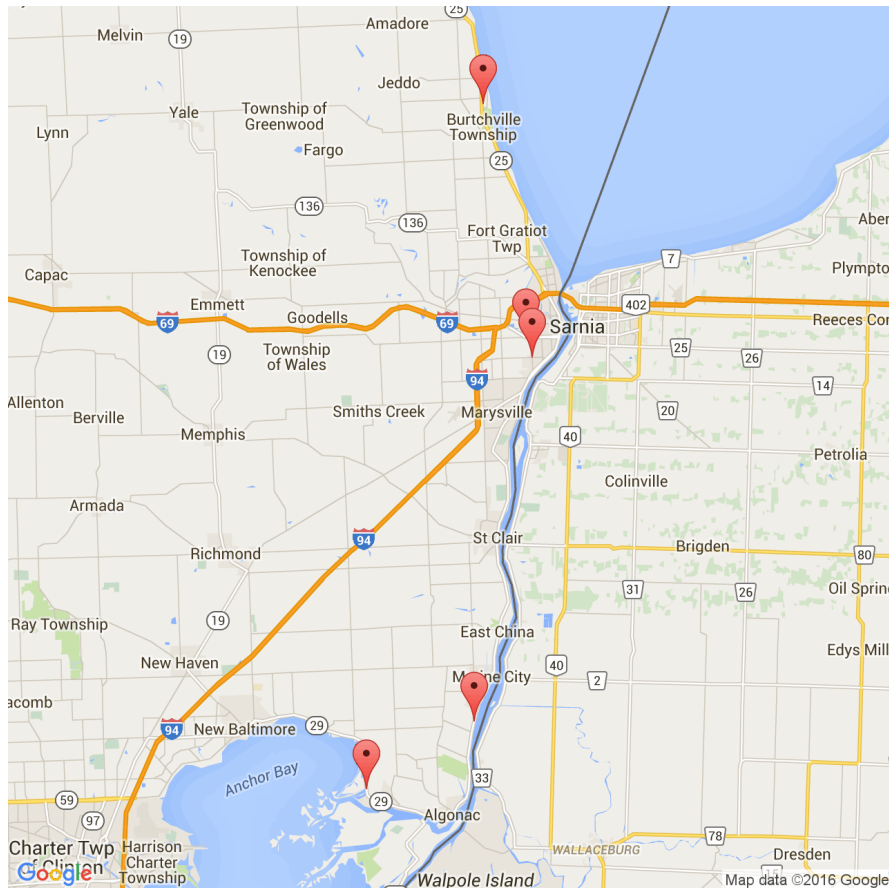
5-Year Trend - Seatbelt Used Among Drivers by Age

| 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 | 10 | 0 | 0 | 9 | 0 | 0 | 8 | 0 | 1 | 7 | 1 | 0 | 7 | 0 | 0 |
| 16 - 20 | 849 | 1 | 106 | 785 | 0 | 86 | 788 | 1 | 102 | 754 | 1 | 78 | 745 | 0 | 82 |
| 21 - 24 | 547 | 0 | 62 | 508 | 0 | 75 | 487 | 0 | 59 | 518 | 1 | 62 | 510 | 1 | 51 |
| 25 - 64 | 3,796 | 2 | 440 | 3,504 | 2 | 398 | 3,414 | 0 | 394 | 3,604 | 0 | 383 | 3,656 | 2 | 373 |
| 65 + | 559 | 2 | 60 | 639 | 5 | 59 | 546 | 0 | 70 | 646 | 0 | 74 | 676 | 2 | 80 |
| Unknown | 3 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 |
| Total | 5,764 | 5 | 668 | 5,447 | 7 | 618 | 5,244 | 1 | 626 | 5,530 | 3 | 597 | 5,599 | 5 | 586 |

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 TSN St. Clair.

In 2015, there were 141 alcohol-involved crashes in TSN St. Clair:

- 5 K - Fatal Crashes
- 7 A - Incapacitating Injury Crashes
- 27 B - Non-incapacitating Injury Crashes
- 23 C - Possible Injury Crashes
- 79 O - Property Damage Only/No Injury Crashes

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