



2016

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 = Suspected Serious Injury

B = Suspected Minor Injury

C = Possible Injury

O = No Injury

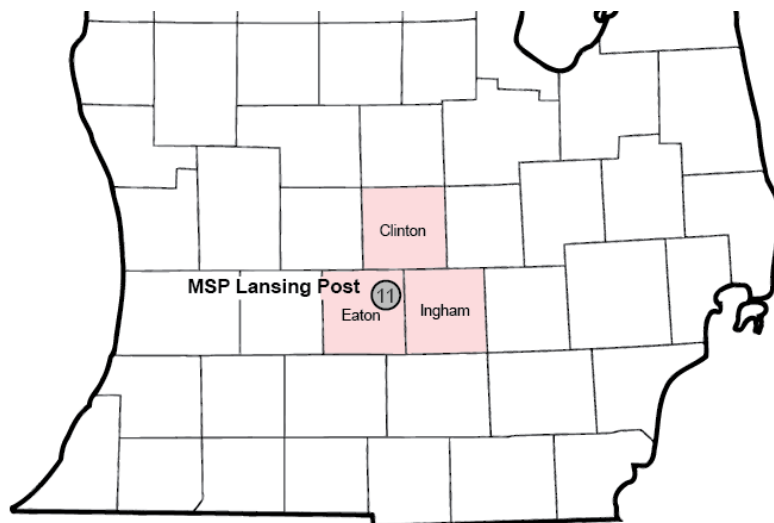
Property Damage Only (PDO)



Michigan State Police (MSP) Post 11 - Lansing

2016 Traffic Crash Data & 2012-2016 5-Year Trends

Post 11 is comprised of Clinton, Eaton, and Ingham 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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MSP Post 11 - Lansing

- There were 15,473 crashes in Post 11 during 2016. [Page 1]
- There were 49 fatalities in 47 fatal crashes in 2016 in Post 11. [Page 1]
- A total of 3,704 injuries resulted from 2,678 injury crashes. [Page 1]
- There were 12,748 property damage only crashes (no fatalities or injuries). [Page 1]
- November had the highest number of crashes (1,638). [Pages 1-2]
- September had the highest number of fatal crashes (9) and fatalities (9). [Pages 1-2]
- October had the highest number of injury crashes (253) and May had the highest number of injuries (358). [Page 1]
- December had the highest number of property damage only crashes (1,407). [Page 1]
- Of all vehicles involved in fatal crashes, 12 (15.6%) were motorcycles. [Page 1]
- Friday was the day of the week with the highest number of crashes (2,585) and Saturday had the highest number of fatal crashes (10). [Pages 2-3]
- The 3:00 PM – 5:59 PM time period had the highest number of crashes (3,502). This is true for each year from 2012 to 2016. The noon – 2:59 PM time period had the highest number of fatal crashes (11). [Pages 5-6]
- During the period from 2012 to 2016, the highest number of deer crashes occurred in 2013 (3,176). There were two fatal crashes involving deer in 2016. [Pages 7-8]
- Ingham County (64.3%) had the highest number of crashes in Post 11 in 2016, followed by Eaton County (21.8%), and Clinton County (13.9%). [Page 8]
- Ingham County (53.1%) had the highest number of fatalities in Post 11 in 2016, followed by Clinton County (26.5%), and Eaton County (20.4%). [Page 8]
- The highest number of drivers in crashes (25,981) and drivers coded drinking in crashes (438) occurred during 2016 within the five-year period. [Page 9]
- A total of 442 crashes involved alcohol in 2016, the highest number of alcohol-involved crashes within the five-year period. [Page 10]
- Alcohol-involved fatal crashes were the highest in 2013 during the five-year period from 2012 to 2016 at 13. [Page 10]
- A total of 119 crashes, 10 fatal crashes (the same count occurred in 2015), and 17 suspected serious injury crashes involved drugs in 2016, all the highest during the five-year period. [Page 11]
- There were 23,242 drivers wearing seatbelts and 212 drivers not wearing seatbelts in crashes in 2016. Of the 212 drivers not wearing seat belts, 8 (3.8%) were killed and 57 (26.9%) were injured. [Pages 14-16]
- The most common hazardous action coded for drivers in 2016 in all crashes was unable to stop in assured clear distance (3,533), while the most common hazardous action coded for drivers in fatal crashes was speed too fast (12). [Page 17]

Post 11 Experience

In 2016:

There were 25,981 drivers involved in 15,473 motor vehicle crashes in MSP Post 11. Of those crashes, 47 were classified as fatal, resulting in 49 fatalities. An additional 3,704 persons were injured.

Post 11 experienced the highest number of motor vehicle crashes (1,638) in November, the highest number of fatal crashes (9) and the highest number of persons killed (9) in September.

Michigan driver statistics indicate 7.5 percent of licensed drivers in Post 11 were age 16-20, and 12.2 percent of drivers in crashes were also in that age group.

2016 - Crashes and Injuries by Month

| Month | Crashes | | | | Persons | |
|--------------|---------------|-----------|--------------|----------------------------|------------|--------------|
| | Total | Fatal | Injury | Property Damage Only (PDO) | Fatalities | Injuries |
| January | 1,525 | 0 | 207 | 1,318 | 0 | 277 |
| February | 1,379 | 3 | 235 | 1,141 | 3 | 304 |
| March | 1,169 | 2 | 182 | 985 | 2 | 252 |
| April | 1,001 | 4 | 192 | 805 | 4 | 260 |
| May | 1,187 | 3 | 237 | 947 | 3 | 358 |
| June | 1,172 | 7 | 229 | 936 | 7 | 304 |
| July | 932 | 5 | 211 | 716 | 5 | 309 |
| August | 1,055 | 4 | 228 | 823 | 5 | 313 |
| September | 1,247 | 9 | 239 | 999 | 9 | 341 |
| October | 1,543 | 4 | 253 | 1,286 | 4 | 351 |
| November | 1,638 | 3 | 250 | 1,385 | 4 | 345 |
| December | 1,625 | 3 | 215 | 1,407 | 3 | 290 |
| Total | 15,473 | 47 | 2,678 | 12,748 | 49 | 3,704 |

2016 - Driver Statistics

| Age Group | Statewide | | | Driver Rates | |
|--------------|-----------------|------------------|--------------------|--------------------|------------------|
| | 2016 Population | Licensed Drivers | Drivers in Crashes | Per 10k Population | Per 10k Licensed |
| 0 - 15 | 86,653 | 2,194 | 32 | 3.7 | 145.9 |
| 16 - 20 | 44,663 | 24,937 | 3,166 | 708.9 | 1,269.6 |
| 21 - 24 | 40,364 | 26,777 | 3,146 | 779.4 | 1,174.9 |
| 25 - 64 | 235,459 | 218,061 | 15,374 | 652.9 | 705.0 |
| 65 + | 67,960 | 61,597 | 2,358 | 347.0 | 382.8 |
| Unknown | 0 | 0 | 1,905 | -- | -- |
| Total | 475,099 | 333,566 | 25,981 | 546.9 | 778.9 |

2016 - 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, SUV, van | 21,169 | 81.5 | 52 | 67.5 | 3,950 | 17,167 |
| Motor home | 421 | 1.6 | 0 | 0.0 | 82 | 339 |
| Pickup truck | 2,631 | 10.1 | 5 | 6.5 | 463 | 2,163 |
| Small truck under 10,000 lbs. GVWR | 277 | 1.1 | 1 | 1.3 | 55 | 221 |
| Motorcycle | 148 | 0.6 | 12 | 15.6 | 109 | 27 |
| Moped / goped | 44 | 0.2 | 0 | 0.0 | 38 | 6 |
| Go-cart / golf cart | 3 | 0.0 | 0 | 0.0 | 0 | 3 |
| Snowmobile | 0 | 0.0 | 0 | 0.0 | 0 | 0 |
| Off-Road Vehicle - ORV / All-Terrain Vehicle - ATV | 5 | 0.0 | 2 | 2.6 | 3 | 0 |
| Other | 193 | 0.7 | 2 | 2.6 | 35 | 156 |
| Truck/bus over 10,000 lbs. | 621 | 2.4 | 3 | 3.9 | 108 | 510 |
| Unknown | 469 | 1.8 | 0 | 0.0 | 42 | 427 |
| Total | 25,981 | 100.0 | 77 | 100.0 | 4,885 | 21,019 |

MSP Post 11 - Lansing (continued)

5-Year Trend - Crashes by Month

| Month | 2012 | | 2013 | | 2014 | | 2015 | | 2016 | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes |
| January | 1,407 | 3 | 1,351 | 5 | 1,916 | 2 | 1,503 | 1 | 1,525 | 0 |
| February | 1,175 | 2 | 1,202 | 1 | 1,357 | 2 | 1,326 | 2 | 1,379 | 3 |
| March | 925 | 2 | 1,026 | 0 | 1,199 | 2 | 1,008 | 4 | 1,169 | 2 |
| April | 793 | 2 | 995 | 0 | 940 | 3 | 881 | 1 | 1,001 | 4 |
| May | 1,016 | 5 | 1,066 | 1 | 1,026 | 1 | 1,063 | 2 | 1,187 | 3 |
| June | 1,019 | 4 | 978 | 2 | 992 | 4 | 1,054 | 5 | 1,172 | 7 |
| July | 814 | 5 | 869 | 2 | 867 | 2 | 1,055 | 5 | 932 | 5 |
| August | 880 | 3 | 916 | 9 | 874 | 3 | 980 | 4 | 1,055 | 4 |
| September | 991 | 4 | 1,069 | 3 | 1,053 | 9 | 1,170 | 1 | 1,247 | 9 |
| October | 1,399 | 4 | 1,439 | 4 | 1,573 | 3 | 1,606 | 4 | 1,543 | 4 |
| November | 1,505 | 1 | 1,596 | 5 | 1,692 | 0 | 1,740 | 0 | 1,638 | 3 |
| December | 1,275 | 2 | 1,535 | 1 | 1,258 | 5 | 1,349 | 2 | 1,625 | 3 |
| Total | 13,199 | 37 | 14,042 | 33 | 14,747 | 36 | 14,735 | 31 | 15,473 | 47 |

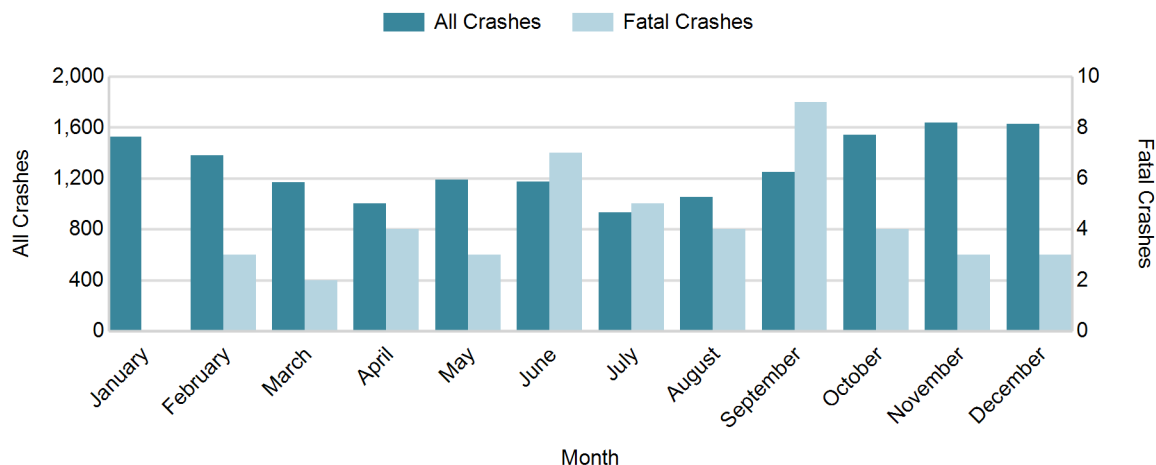
Note: † Indicates that the highest number of total crashes reported in the 5-year period occurred in the same month

5-Year Trend - Crashes by Day of Week

| Day | 2012 | | 2013 | | 2014 | | 2015 | | 2016 | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes |
| Monday | 1,873 | 2 | 2,038 | 4 | 2,028 | 3 | 2,148 | 5 | 2,141 | 6 |
| Tuesday | 1,807 | 4 | 2,131 | 3 | 2,302 | 9 | 2,267 | 4 | 2,364 | 5 |
| Wednesday | 1,904 | 2 | 2,183 | 7 | 2,300 | 2 | 2,232 | 2 | 2,473 | 6 |
| Thursday | 1,938 | 6 | 2,144 | 2 | 2,474 | 6 | 2,115 | 5 | 2,568 | 8 |
| Friday | 2,449 | 3 | 2,234 | 6 | 2,443 | 5 | 2,460 | 3 | 2,585 | 6 |
| Saturday | 1,782 | 13 | 1,842 | 8 | 1,703 | 8 | 1,947 | 6 | 1,830 | 10 |
| Sunday | 1,446 | 7 | 1,470 | 3 | 1,497 | 3 | 1,566 | 6 | 1,512 | 6 |
| Total | 13,199 | 37 | 14,042 | 33 | 14,747 | 36 | 14,735 | 31 | 15,473 | 47 |

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

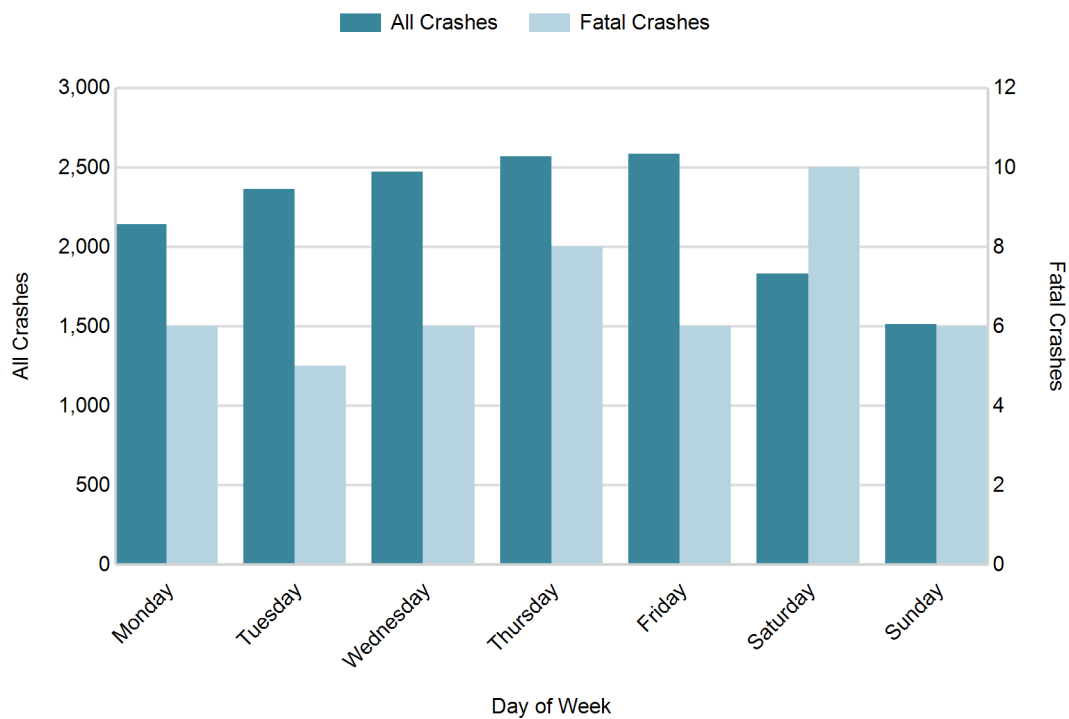
2016 Crashes by Month



2016 - 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 | 2,141 | 13.8 | 6 | 12.8 | 28 | 85 | 241 | 1,781 |
| Tuesday | 2,364 | 15.3 | 5 | 10.6 | 32 | 102 | 287 | 1,938 |
| Wednesday | 2,473 | 16.0 | 6 | 12.8 | 29 | 90 | 305 | 2,043 |
| Thursday | 2,568 | 16.6 | 8 | 17.0 | 36 | 95 | 291 | 2,138 |
| Friday | 2,585 | 16.7 | 6 | 12.8 | 46 | 104 | 299 | 2,130 |
| Saturday | 1,830 | 11.8 | 10 | 21.3 | 28 | 93 | 209 | 1,490 |
| Sunday | 1,512 | 9.8 | 6 | 12.8 | 32 | 95 | 151 | 1,228 |
| Total | 15,473 | 100.0 | 47 | 100.0 | 231 | 664 | 1,783 | 12,748 |

2016 Day of Week and Severity

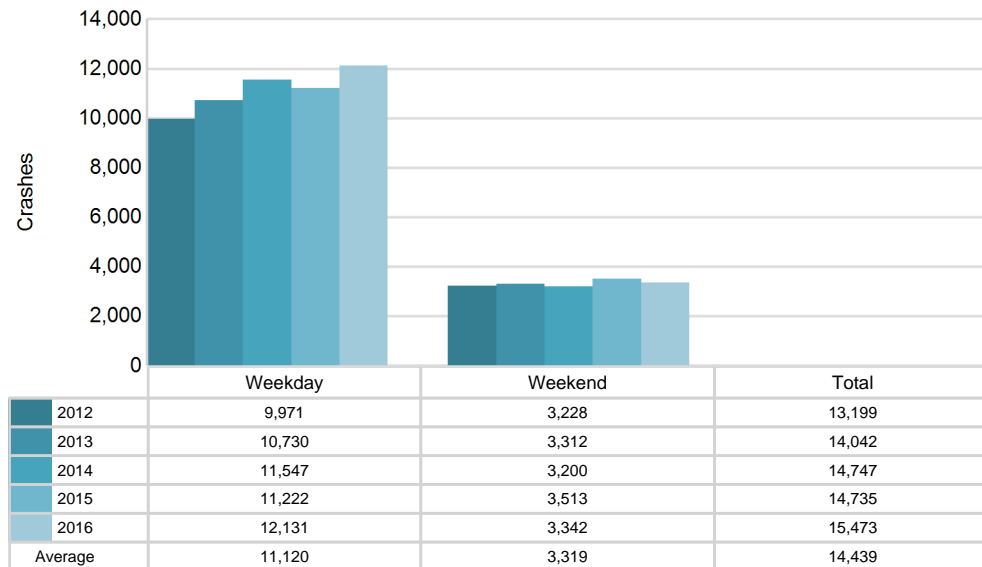


MSP Post 11 - Lansing (continued)

5-Year Trend - Crashes by Weekday and Weekend

| Portion of Week | 2012 | | 2013 | | 2014 | | 2015 | | 2016 | |
|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes |
| Weekday | 9,971 | 17 | 10,730 | 22 | 11,547 | 25 | 11,222 | 19 | 12,131 | 31 |
| Weekend | 3,228 | 20 | 3,312 | 11 | 3,200 | 11 | 3,513 | 12 | 3,342 | 16 |
| Total | 13,199 | 37 | 14,042 | 33 | 14,747 | 36 | 14,735 | 31 | 15,473 | 47 |

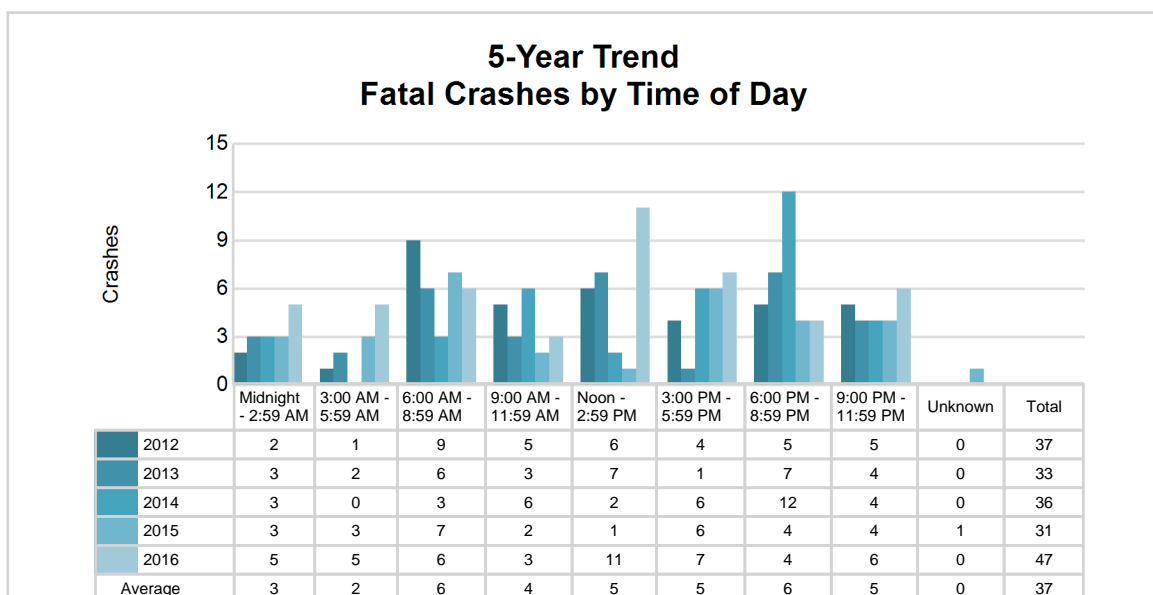
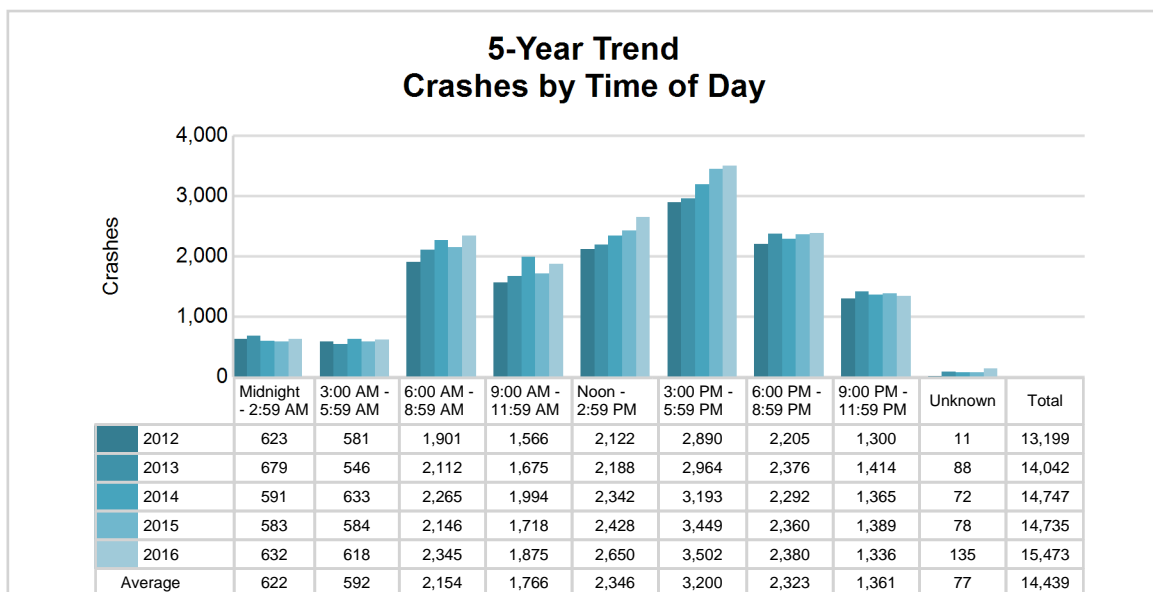
5-Year Crash Trends by Weekday (Monday - Friday) and Weekend (Saturday & Sunday)



5-Year Trend - Crashes by Time of Day

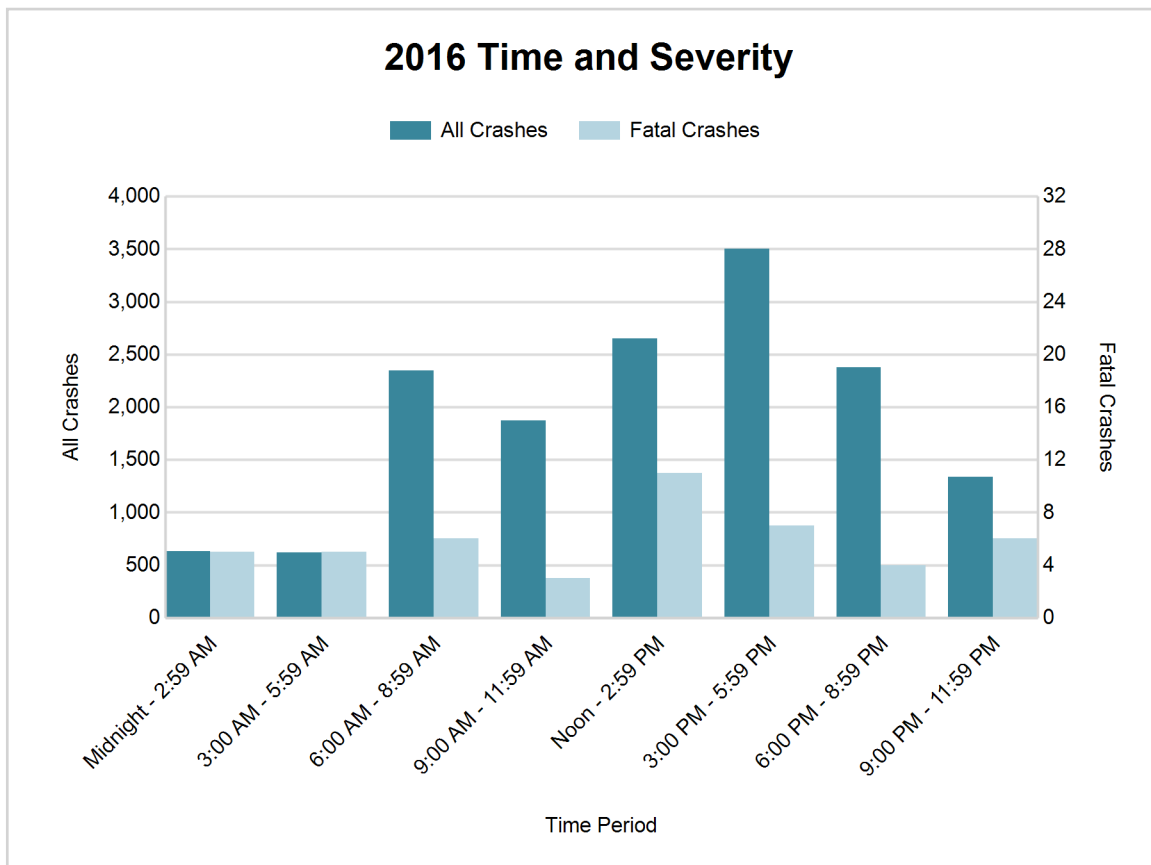
| Time of Day | 2012 | | 2013 | | 2014 | | 2015 | | 2016 | |
|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes |
| Midnight - 2:59 AM | 623 | 2 | 679 | 3 | 591 | 3 | 583 | 3 | 632 | 5 |
| 3:00 AM - 5:59 AM | 581 | 1 | 546 | 2 | 633 | 0 | 584 | 3 | 618 | 5 |
| 6:00 AM - 8:59 AM | 1,901 | 9 | 2,112 | 6 | 2,265 | 3 | 2,146 | 7 | 2,345 | 6 |
| 9:00 AM - 11:59 AM | 1,566 | 5 | 1,675 | 3 | 1,994 | 6 | 1,718 | 2 | 1,875 | 3 |
| Noon - 2:59 PM | 2,122 | 6 | 2,188 | 7 | 2,342 | 2 | 2,428 | 1 | 2,650 | 11 |
| 3:00 PM - 5:59 PM | 2,890 † | 4 | 2,964 † | 1 | 3,193 † | 6 | 3,449 † | 6 | 3,502 † | 7 |
| 6:00 PM - 8:59 PM | 2,205 | 5 | 2,376 | 7 | 2,292 | 12 | 2,360 | 4 | 2,380 | 4 |
| 9:00 PM - 11:59 PM | 1,300 | 5 | 1,414 | 4 | 1,365 | 4 | 1,389 | 4 | 1,336 | 6 |
| Unknown | 11 | 0 | 88 | 0 | 72 | 0 | 78 | 1 | 135 | 0 |
| Total | 13,199 | 37 | 14,042 | 33 | 14,747 | 36 | 14,735 | 31 | 15,473 | 47 |

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



2016 - Time and Severity

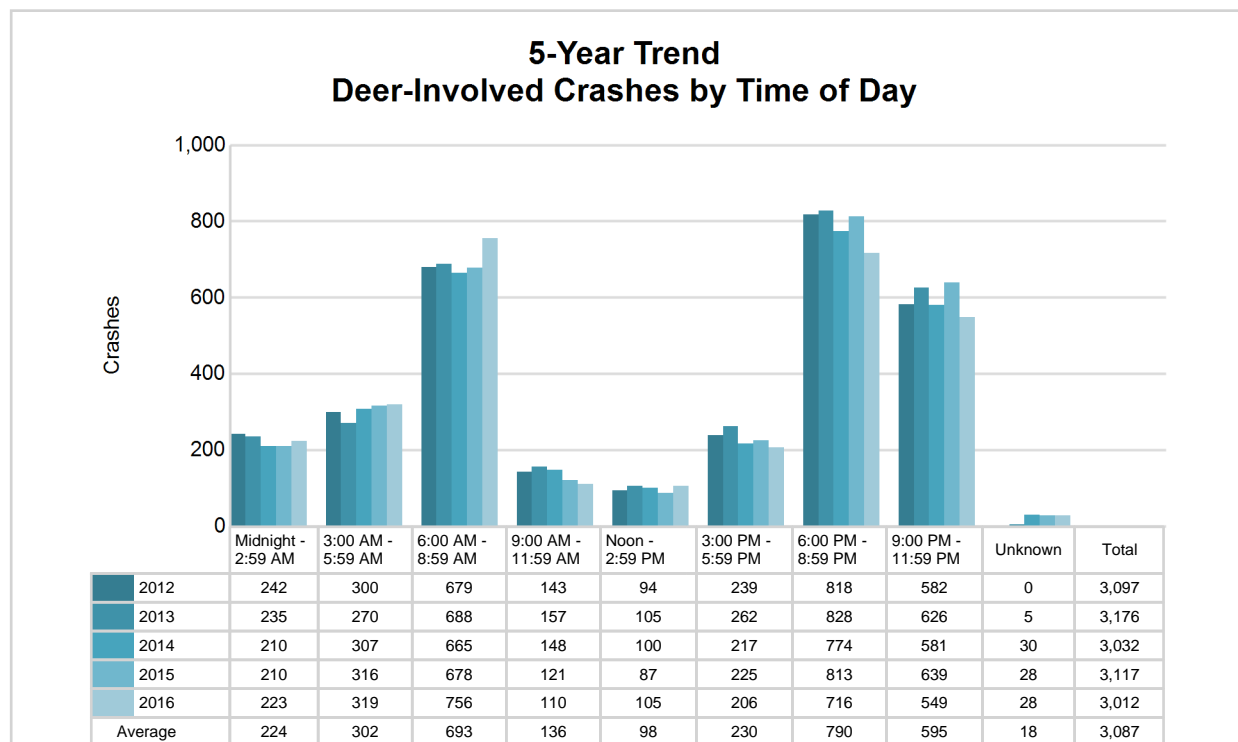
| Time of Day | All Crashes | | Fatal Crashes | | Injury Crashes | | | PDO Crashes |
|--------------------|---------------|--------------|---------------|--------------|----------------|------------|--------------|---------------|
| | Number | % of Total | Number | % of Fatal | A | B | C | Number |
| Midnight - 2:59 AM | 632 | 4.1 | 5 | 10.6 | 12 | 42 | 50 | 523 |
| 3:00 AM - 5:59 AM | 618 | 4.0 | 5 | 10.6 | 12 | 33 | 40 | 528 |
| 6:00 AM - 8:59 AM | 2,345 | 15.2 | 6 | 12.8 | 29 | 86 | 225 | 1,999 |
| 9:00 AM - 11:59 AM | 1,875 | 12.1 | 3 | 6.4 | 23 | 76 | 249 | 1,524 |
| Noon - 2:59 PM | 2,650 | 17.1 | 11 | 23.4 | 46 | 115 | 365 | 2,113 |
| 3:00 PM - 5:59 PM | 3,502 | 22.6 | 7 | 14.9 | 56 | 156 | 481 | 2,802 |
| 6:00 PM - 8:59 PM | 2,380 | 15.4 | 4 | 8.5 | 37 | 100 | 234 | 2,005 |
| 9:00 PM - 11:59 PM | 1,336 | 8.6 | 6 | 12.8 | 15 | 53 | 115 | 1,147 |
| Unknown | 135 | 0.9 | 0 | 0.0 | 1 | 3 | 24 | 107 |
| Total | 15,473 | 100.0 | 47 | 100.0 | 231 | 664 | 1,783 | 12,748 |

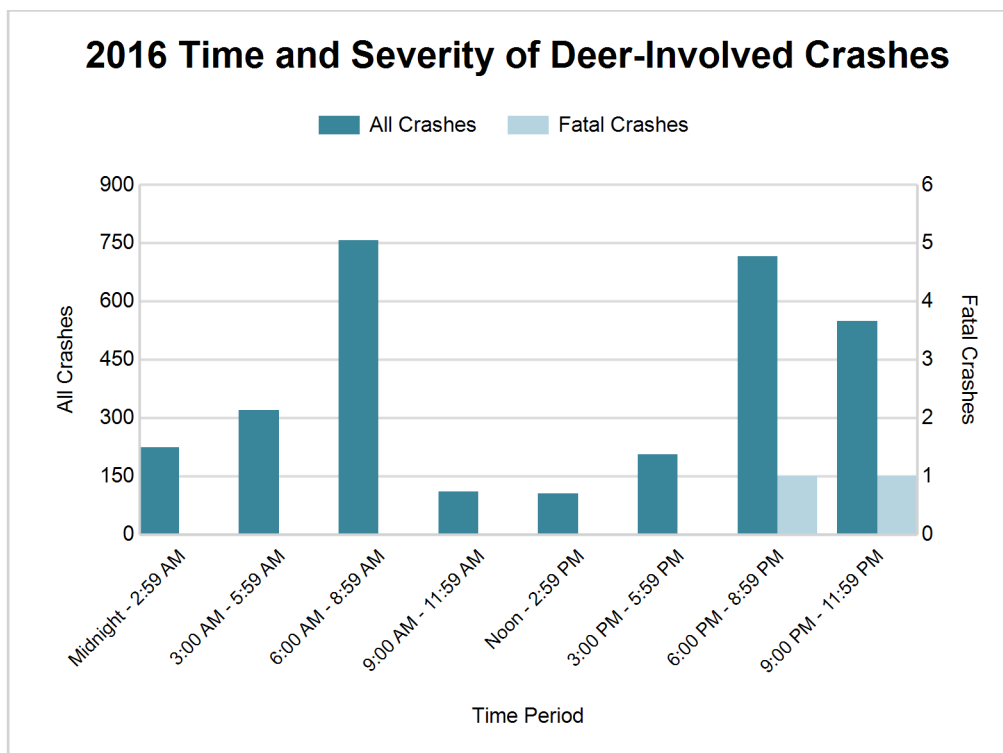


5-Year Trend - Deer-Involved Crashes by Time of Day

| Time of Day | 2012 | | 2013 | | 2014 | | 2015 | | 2016 | |
|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes |
| Midnight - 2:59 AM | 242 | 0 | 235 | 0 | 210 | 0 | 210 | 1 | 223 | 0 |
| 3:00 AM - 5:59 AM | 300 | 0 | 270 | 0 | 307 | 0 | 316 | 1 | 319 | 0 |
| 6:00 AM - 8:59 AM | 679 | 0 | 688 | 0 | 665 | 0 | 678 | 0 | 756 | 0 |
| 9:00 AM - 11:59 AM | 143 | 0 | 157 | 0 | 148 | 0 | 121 | 0 | 110 | 0 |
| Noon - 2:59 PM | 94 | 0 | 105 | 0 | 100 | 0 | 87 | 0 | 105 | 0 |
| 3:00 PM - 5:59 PM | 239 | 0 | 262 | 0 | 217 | 0 | 225 | 0 | 206 | 0 |
| 6:00 PM - 8:59 PM | 818 | 0 | 828 | 0 | 774 | 0 | 813 | 0 | 716 | 1 |
| 9:00 PM - 11:59 PM | 582 | 0 | 626 | 0 | 581 | 0 | 639 | 0 | 549 | 1 |
| Unknown | 0 | 0 | 5 | 0 | 30 | 0 | 28 | 0 | 28 | 0 |
| Total | 3,097 | 0 | 3,176 | 0 | 3,032 | 0 | 3,117 | 2 | 3,012 | 2 |

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





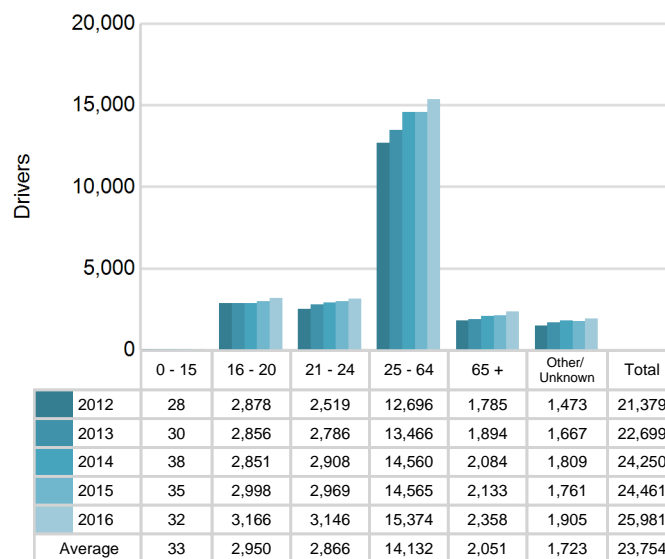
2016 - Reported Motor Vehicle Crashes by County

| County | Crashes | | | | | | | | | | | Persons | |
|--------------|---------------|-----------|--------------|-----------------|--------------|------------|--------------|--------------|------------------|---------------|---------------|------------|--------------|
| | Total | Fatal | Injury | Property Damage | Inter-state | US Route | State Route | Local Street | Alcohol-Involved | Drug-Involved | Deer-Involved | Fatalities | Injuries |
| Clinton | 2,158 | 12 | 294 | 1,852 | 359 | 304 | 238 | 1,256 | 54 | 16 | 918 | 13 | 426 |
| Eaton | 3,368 | 10 | 458 | 2,900 | 639 | 0 | 1,102 | 1,627 | 85 | 23 | 998 | 10 | 625 |
| Ingham | 9,947 | 25 | 1,926 | 7,996 | 1,948 | 481 | 2,198 | 5,317 | 303 | 80 | 1,096 | 26 | 2,653 |
| Total | 15,473 | 47 | 2,678 | 12,748 | 2,946 | 785 | 3,538 | 8,200 | 442 | 119 | 3,012 | 49 | 3,704 |

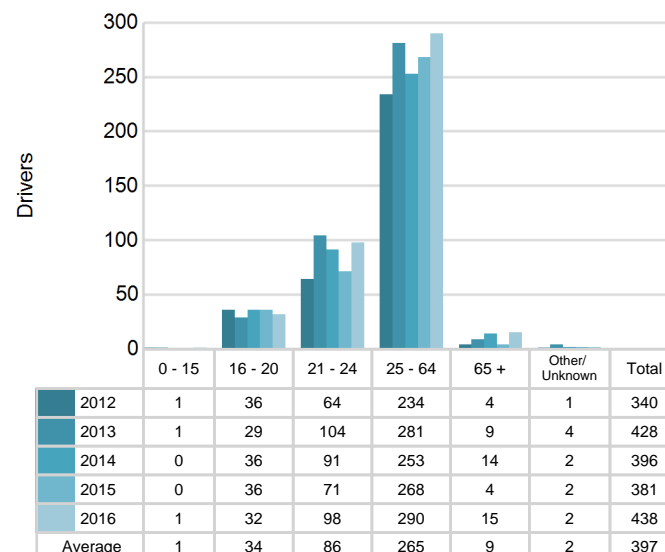
5-Year Trend - Drivers in Crashes Coded Drinking by Driver Age

| Driver Age | 2012 | | 2013 | | 2014 | | 2015 | | 2016 | |
|--------------|--------------------------|------------------------------|--------------------------|------------------------------|--------------------------|------------------------------|--------------------------|------------------------------|--------------------------|------------------------------|
| | 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 | 28 | 1 | 30 | 1 | 38 | 0 | 35 | 0 | 32 | 1 |
| 16 - 20 | 2,878 | 36 | 2,856 | 29 | 2,851 | 36 | 2,998 | 36 | 3,166 | 32 |
| 21 - 24 | 2,519 | 64 | 2,786 | 104 | 2,908 | 91 | 2,969 | 71 | 3,146 | 98 |
| 25 - 64 | 12,696 | 234 | 13,466 | 281 | 14,560 | 253 | 14,565 | 268 | 15,374 | 290 |
| 65 + | 1,785 | 4 | 1,894 | 9 | 2,084 | 14 | 2,133 | 4 | 2,358 | 15 |
| Unknown | 1,473 | 1 | 1,667 | 4 | 1,809 | 2 | 1,761 | 2 | 1,905 | 2 |
| Total | 21,379 | 340 | 22,699 | 428 | 24,250 | 396 | 24,461 | 381 | 25,981 | 438 |

5-Year Trend Total Drivers in Crashes by Age



5-Year Trend Total Drivers Coded Drinking by Age



2016 - 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 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| 16 - 20 | 49 | 47 | 27 | 32 | 1 | 5 | 6 | 2 | 18 |
| 21 - 24 | 123 | 106 | 88 | 98 | 1 | 8 | 32 | 29 | 28 |
| 25 - 64 | 406 | 329 | 241 | 290 | 4 | 22 | 59 | 73 | 132 |
| 65 + | 27 | 22 | 13 | 15 | 0 | 2 | 3 | 2 | 8 |
| Unknown | 50 | 2 | 1 | 2 | 0 | 0 | 0 | 1 | 1 |
| Total | 656 | 507 | 371 | 438 | 6 | 37 | 100 | 107 | 188 |

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 2016, there were 656 drivers in alcohol-involved crashes; 438 (66.8%) of those drivers were coded as had-been-drinking by the officer on the crash form.

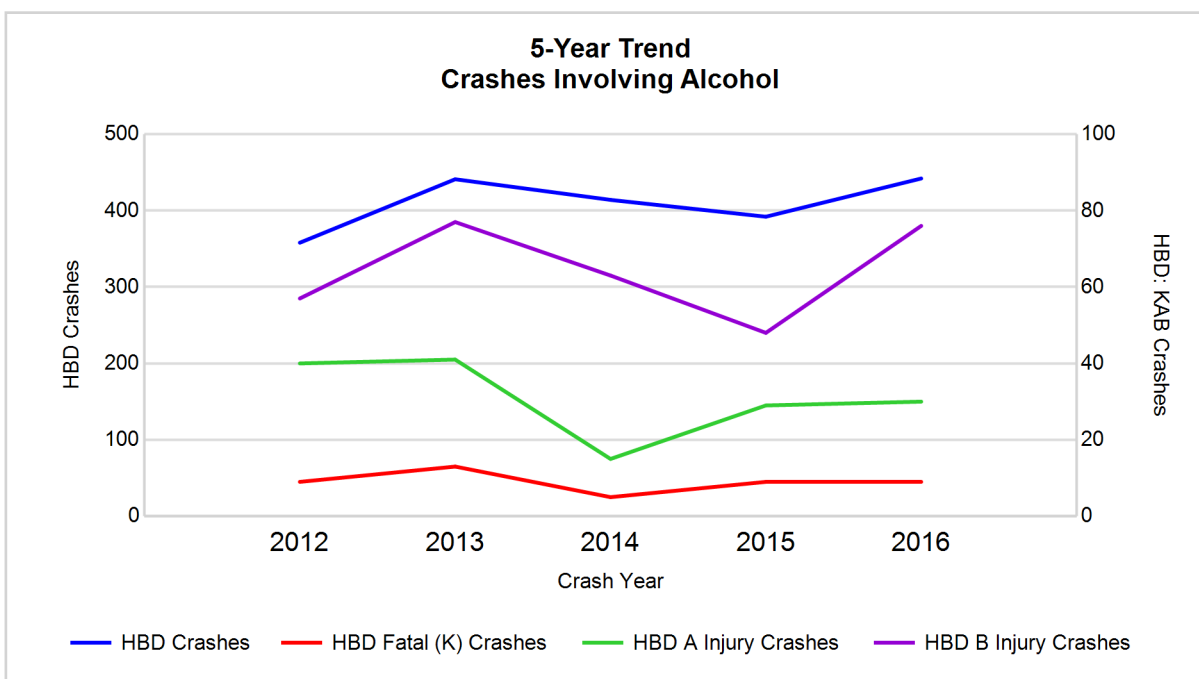
- 207 (47.3%) of the 438 drivers had a blood alcohol concentration (BAC) of 0.08 g/dL (grams per deciliter) or greater, and 107 (51.7%) of the 207 drivers had a BAC at or above 0.17 g/dL.
- 371 (84.7%) of the 438 drivers were coded as had-been-drinking and were tested for alcohol consumption.

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 |
|------|-------------|-------------|-------|---------------|-------------------|-------|------------------|----------------------|-------|------------------|----------------------|-------|
| 2012 | 13,199 | 358 | 2.7 | 37 | 9 | 24.3 | 254 | 40 | 15.7 | 528 | 57 | 10.8 |
| 2013 | 14,042 | 441 | 3.1 | 33 | 13 | 39.4 | 221 | 41 | 18.6 | 619 | 77 | 12.4 |
| 2014 | 14,747 | 414 | 2.8 | 36 | 5 | 13.9 | 195 | 15 | 7.7 | 569 | 63 | 11.1 |
| 2015 | 14,735 | 392 | 2.7 | 31 | 9 | 29.0 | 200 | 29 | 14.5 | 579 | 48 | 8.3 |
| 2016 | 15,473** | 442** | 2.9 | 47** | 9 | 19.1 | 231 | 30 | 13.0 | 664** | 76 | 11.4 |

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



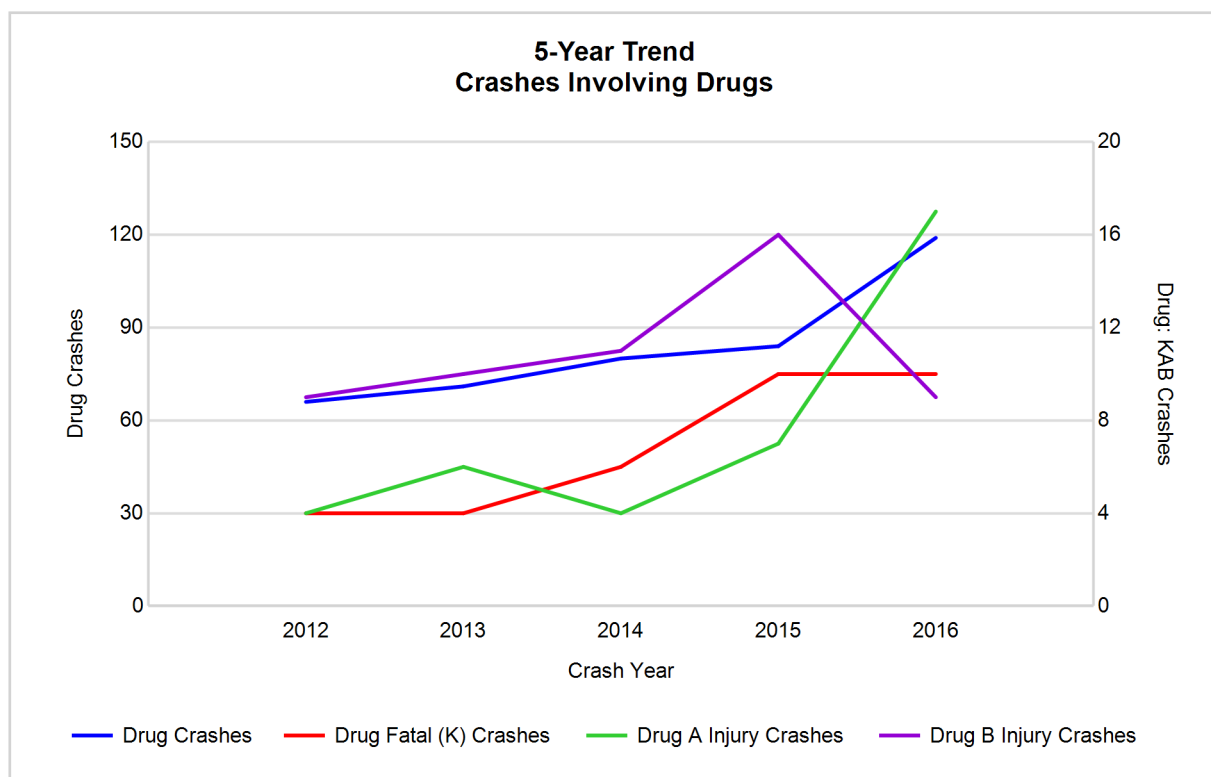
Note: Had-Been-Drinking (HBD)

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 |
|------|-------------|--------------|--------|---------------|--------------------|--------|------------------|-----------------------|--------|------------------|-----------------------|--------|
| 2012 | 13,199 | 66 | 0.5 | 37 | 4 | 10.8 | 254 | 4 | 1.6 | 528 | 9 | 1.7 |
| 2013 | 14,042 | 71 | 0.5 | 33 | 4 | 12.1 | 221 | 6 | 2.7 | 619 | 10 | 1.6 |
| 2014 | 14,747 | 80 | 0.5 | 36 | 6 | 16.7 | 195 | 4 | 2.1 | 569 | 11 | 1.9 |
| 2015 | 14,735 | 84 | 0.6 | 31 | 10 | 32.3 | 200 | 7 | 3.5 | 579 | 16 | 2.8 |
| 2016 | 15,473** | 119** | 0.8** | 47** | 10 | 21.3 | 231 | 17** | 7.4** | 664** | 9 | 1.4* |

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

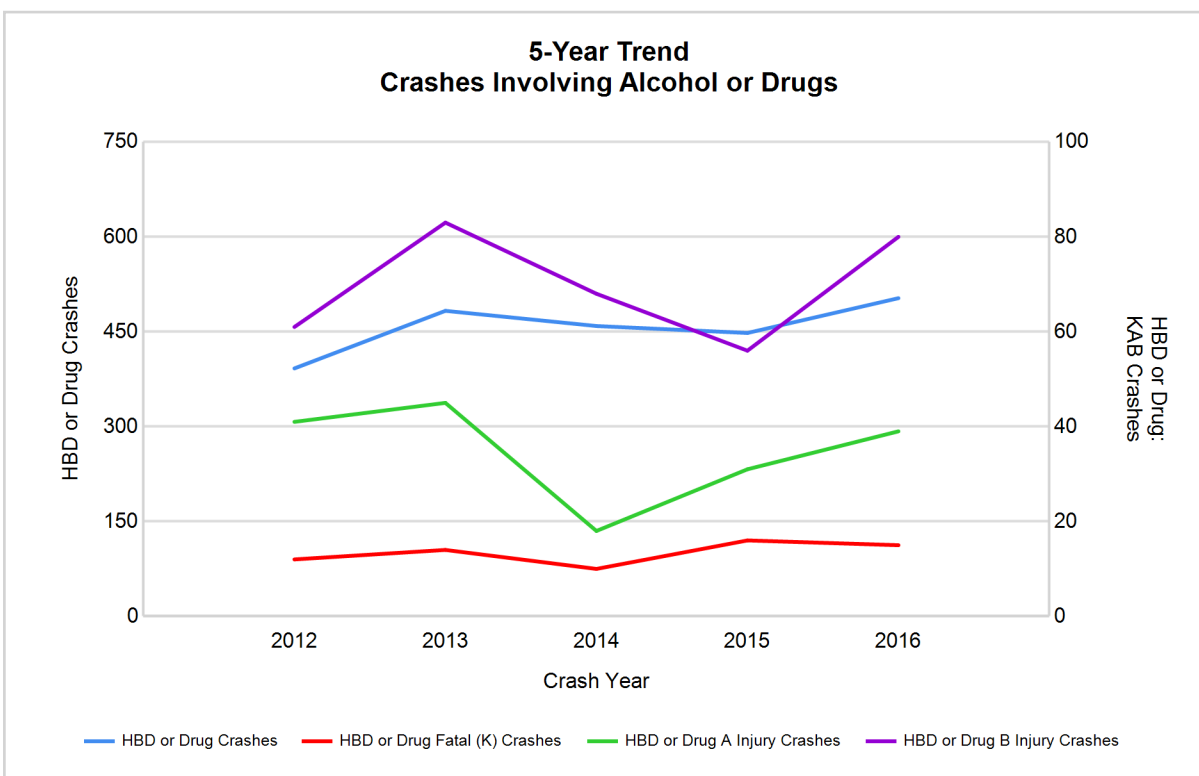


5-Year Trend - Crashes Involving Alcohol or Drugs

| 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 |
|------|-------------|---------------------|---------------|---------------|---------------------------|---------------|------------------|------------------------------|---------------|------------------|------------------------------|---------------|
| 2012 | 13,199 | 392 | 3.0 | 37 | 12 | 32.4 | 254 | 41 | 16.1 | 528 | 61 | 11.6 |
| 2013 | 14,042 | 483 | 3.4 | 33 | 14 | 42.4 | 221 | 45 | 20.4 | 619 | 83 | 13.4 |
| 2014 | 14,747 | 459 | 3.1 | 36 | 10 | 27.8 | 195 | 18 | 9.2 | 569 | 68 | 12.0 |
| 2015 | 14,735 | 448 | 3.0 | 31 | 16 | 51.6 | 200 | 31 | 15.5 | 579 | 56 | 9.7 |
| 2016 | 15,473** | 503** | 3.3 | 47** | 15 | 31.9 | 231 | 39 | 16.9 | 664** | 80 | 12.0 |

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)

MSP Post 11 - Lansing (continued)

13

2016 - Restraints Worn Among Vehicle Drivers and Injured Passengers by Vehicle Type

| Vehicle Type | Total Occupants | | | Fatalities | | | A - Suspected Serious | | | B - Suspected Minor | | | 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, SUV, van | 21,944 | 20,194 | 92.0 | 26 | 15 | 57.7 | 187 | 160 | 85.6 | 612 | 561 | 91.7 | 2,132 | 2,060 | 96.6 | 17,644 | 17,203 | 97.5 |
| Motor home | 433 | 403 | 93.1 | 0 | 0 | 0.0 | 1 | 1 | 100.0 | 10 | 10 | 100.0 | 38 | 34 | 89.5 | 367 | 358 | 97.5 |
| Pickup truck | 2,690 | 2,424 | 90.1 | 4 | 2 | 50.0 | 22 | 12 | 54.5 | 66 | 61 | 92.4 | 173 | 163 | 94.2 | 2,250 | 2,176 | 96.7 |
| Small truck under 10,000 lbs. GVWR | 284 | 264 | 93.0 | 2 | 2 | 100.0 | 3 | 3 | 100.0 | 4 | 3 | 75.0 | 26 | 24 | 92.3 | 234 | 230 | 98.3 |
| Motorcycle | 157 | 90 | 57.3 | 11 | 4 | 36.4 | 37 | 22 | 59.5 | 51 | 37 | 72.5 | 26 | 15 | 57.7 | 25 | 12 | 48.0 |
| Moped / goped | 47 | 4 | 8.5 | 0 | 0 | 0.0 | 5 | 1 | 20.0 | 18 | 2 | 11.1 | 14 | 1 | 7.1 | 7 | 0 | 0.0 |
| Go-cart / golf cart | 3 | 1 | 33.3 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 3 | 1 | 33.3 |
| Snowmobile | 0 | 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 | 5 | 4 | 80.0 | 1 | 1 | 100.0 | 1 | 1 | 100.0 | 1 | 1 | 100.0 | 2 | 1 | 50.0 | 0 | 0 | 0.0 |
| Other | 198 | 163 | 82.3 | 0 | 0 | 0.0 | 1 | 0 | 0.0 | 7 | 5 | 71.4 | 13 | 9 | 69.2 | 150 | 132 | 88.0 |
| Truck/bus over 10,000 lbs. | 651 | 573 | 88.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 9 | 3 | 33.3 | 44 | 17 | 38.6 | 569 | 546 | 96.0 |
| Unknown | 469 | 11 | 2.3 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 1 | 1 | 100.0 | 19 | 9 | 47.4 |
| Total | 26,881 | 24,131 | 89.8 | 44 | 24 | 54.5 | 257 | 200 | 77.8 | 778 | 683 | 87.8 | 2,469 | 2,325 | 94.2 | 21,268 | 20,667 | 97.2 |

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.

2016 - Restraints Worn Among Vehicle Drivers and Injured Passengers by Age

| Age Group | Total Occupants | | | Fatalities | | | A - Suspected Serious | | | B - Suspected Minor | | | 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 | 301 | 266 | 88.4 | 5 | 2 | 40.0 | 13 | 11 | 84.6 | 41 | 36 | 87.8 | 214 | 190 | 88.8 | 26 | 25 | 96.2 |
| 16 - 20 | 3,295 | 3,169 | 96.2 | 2 | 2 | 100.0 | 37 | 26 | 70.3 | 129 | 108 | 83.7 | 303 | 282 | 93.1 | 2,801 | 2,730 | 97.5 |
| 21 - 24 | 3,227 | 3,109 | 96.3 | 3 | 2 | 66.7 | 32 | 24 | 75.0 | 105 | 93 | 88.6 | 260 | 236 | 90.8 | 2,788 | 2,724 | 97.7 |
| 25 - 64 | 15,715 | 15,191 | 96.7 | 25 | 12 | 48.0 | 146 | 114 | 78.1 | 435 | 381 | 87.6 | 1,433 | 1,365 | 95.3 | 13,471 | 13,163 | 97.7 |
| 65 + | 2,435 | 2,374 | 97.5 | 9 | 6 | 66.7 | 28 | 25 | 89.3 | 68 | 65 | 95.6 | 257 | 251 | 97.7 | 2,047 | 2,007 | 98.0 |
| Unknown | 1,908 | 22 | 1.2 | 0 | 0 | 0.0 | 1 | 0 | 0.0 | 0 | 0 | 0.0 | 2 | 1 | 50.0 | 135 | 18 | 13.3 |
| Total | 26,881 | 24,131 | 89.8 | 44 | 24 | 54.5 | 257 | 200 | 77.8 | 778 | 683 | 87.8 | 2,469 | 2,325 | 94.2 | 21,268 | 20,667 | 97.2 |

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.

5-Year Trend - Restraint Use Among Drivers

| Restraint Use | 2012 | | | 2013 | | | 2014 | | | 2015 | | | 2016 | | |
|---|---------------|---------------|-----------------|---------------|---------------|-----------------|---------------|---------------|-----------------|---------------|---------------|-----------------|---------------|---------------|-----------------|
| | 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 | 74 | 0 | 15 | 71 | 0 | 12 | 76 | 0 | 10 | 87 | 0 | 9 | 82 | 0 | 13 |
| Shoulder belt only used | 9 | 0 | 0 | 16 | 0 | 3 | 18 | 0 | 4 | 14 | 0 | 3 | 53 | 0 | 7 |
| Lap belt only used | 64 | 0 | 5 | 64 | 0 | 10 | 89 | 0 | 8 | 77 | 2 | 7 | 54 | 0 | 4 |
| Both lap & shoulder belts used | 19,162 | 14 | 1,881 | 20,322 | 8 | 1,899 | 21,666 | 12 | 2,013 | 21,836 | 9 | 2,027 | 23,126 | 13 | 2,341 |
| No belts used | 102 | 5 | 44 | 100 | 8 | 42 | 111 | 4 | 45 | 140 | 6 | 46 | 130 | 8 | 44 |
| Child restraint used | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 |
| Child restraint not used, unavailable or improper use | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Restraint failure | 5 | 0 | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 8 | 0 | 2 | 9 | 0 | 0 |
| Restraint use unknown | 475 | 4 | 39 | 507 | 4 | 54 | 523 | 3 | 42 | 486 | 2 | 53 | 1,569 | 2 | 65 |
| Helmet worn | 112 | 4 | 75 | 120 | 1 | 87 | 89 | 2 | 65 | 98 | 3 | 66 | 92 | 5 | 75 |
| Helmet not worn | 66 | 3 | 48 | 52 | 3 | 37 | 53 | 3 | 37 | 73 | 2 | 56 | 80 | 7 | 58 |
| Helmet use unknown | 11 | 0 | 5 | 11 | 0 | 4 | 10 | 1 | 1 | 13 | 1 | 3 | 16 | 0 | 9 |
| Uncoded & errors | 1,296 | 0 | 4 | 1,432 | 0 | 0 | 1,611 | 0 | 3 | 1,628 | 0 | 1 | 765 | 0 | 2 |
| Total | 21,379 | 30 | 2,118 | 22,699 | 24 | 2,148 | 24,250 | 25 | 2,228 | 24,461 | 25 | 2,273 | 25,981 | 35 | 2,619 |

5-Year Trend - Restraint Use Among Drivers Coded Drinking

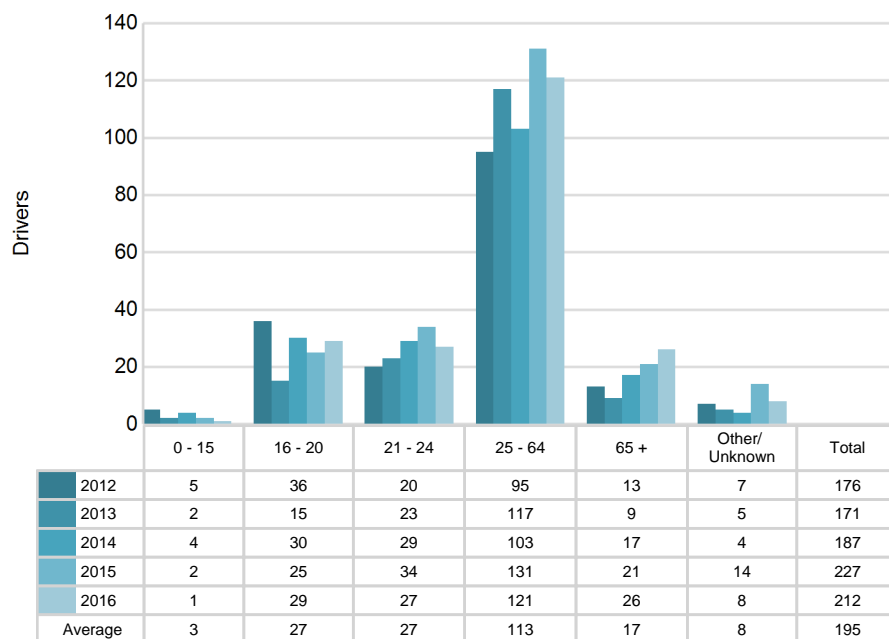
| Restraint Use | 2012 | | | 2013 | | | 2014 | | | 2015 | | | 2016 | | |
|---|------------|---------------|-----------------|------------|---------------|-----------------|------------|---------------|-----------------|------------|---------------|-----------------|------------|---------------|-----------------|
| | 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 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Shoulder belt only used | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Lap belt only used | 1 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 |
| Both lap & shoulder belts used | 251 | 2 | 77 | 313 | 3 | 101 | 307 | 3 | 78 | 274 | 2 | 73 | 336 | 3 | 103 |
| No belts used | 14 | 1 | 8 | 25 | 1 | 16 | 16 | 0 | 10 | 16 | 2 | 10 | 16 | 2 | 10 |
| 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 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 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 | 57 | 1 | 18 | 71 | 1 | 23 | 59 | 1 | 21 | 70 | 0 | 17 | 66 | 0 | 21 |
| Helmet worn | 6 | 0 | 6 | 4 | 0 | 2 | 2 | 0 | 1 | 4 | 0 | 3 | 2 | 2 | 0 |
| Helmet not worn | 6 | 2 | 3 | 11 | 3 | 8 | 4 | 0 | 4 | 13 | 1 | 9 | 13 | 2 | 9 |
| Helmet use unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| Uncoded & errors | 2 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Total | 340 | 6 | 114 | 428 | 8 | 150 | 396 | 4 | 117 | 381 | 8 | 113 | 438 | 9 | 144 |

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

| Age Group | 2012 | | | 2013 | | | 2014 | | | 2015 | | | 2016 | | |
|--------------|------------|---------------|-----------------|------------|---------------|-----------------|------------|---------------|-----------------|------------|---------------|-----------------|------------|---------------|-----------------|
| | 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 | 5 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 |
| 16 - 20 | 36 | 0 | 18 | 15 | 2 | 2 | 30 | 1 | 11 | 25 | 0 | 7 | 29 | 0 | 11 |
| 21 - 24 | 20 | 0 | 8 | 23 | 0 | 12 | 29 | 0 | 9 | 34 | 0 | 11 | 27 | 1 | 9 |
| 25 - 64 | 95 | 4 | 30 | 117 | 4 | 40 | 103 | 2 | 28 | 131 | 5 | 36 | 121 | 4 | 28 |
| 65 + | 13 | 1 | 3 | 9 | 2 | 0 | 17 | 1 | 6 | 21 | 1 | 1 | 26 | 3 | 8 |
| Unknown | 7 | 0 | 0 | 5 | 0 | 0 | 4 | 0 | 0 | 14 | 0 | 0 | 8 | 0 | 0 |
| Total | 176 | 5 | 59 | 171 | 8 | 54 | 187 | 4 | 55 | 227 | 6 | 55 | 212 | 8 | 57 |

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

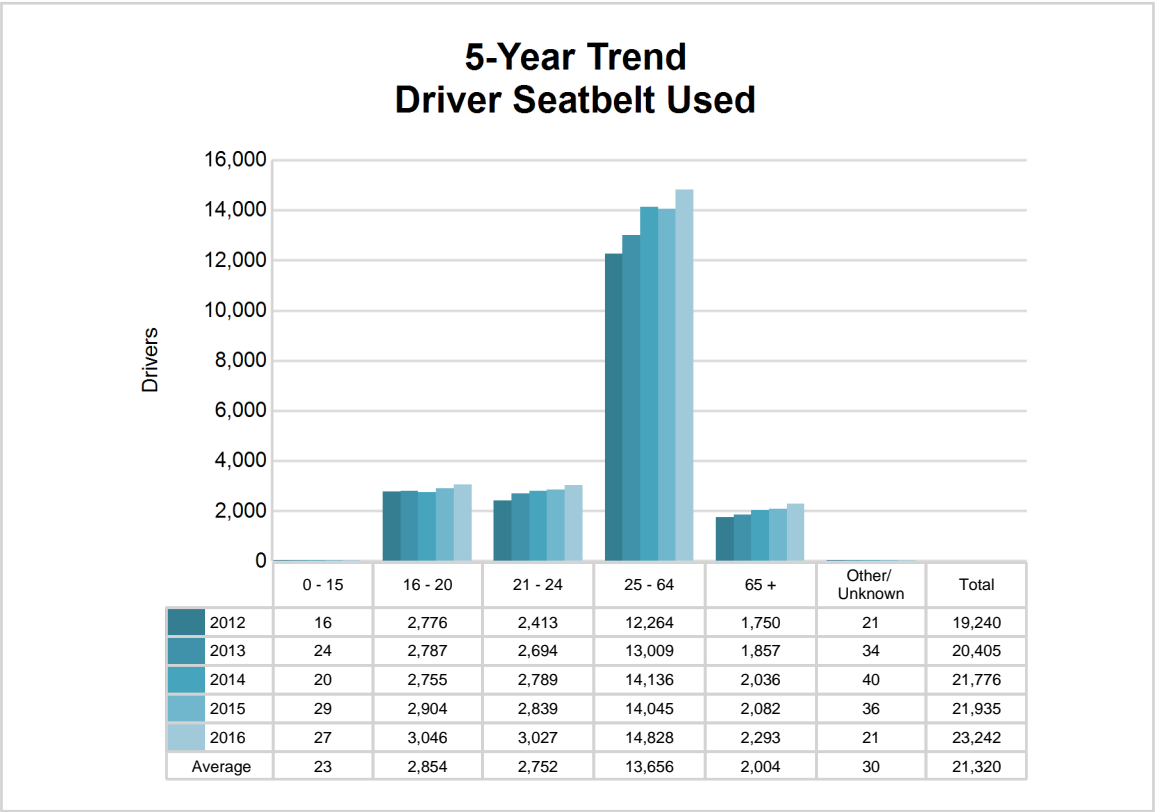
5-Year Trend Driver Seatbelt Not Used



5-Year Trend - Seatbelt Used Among Drivers by Age

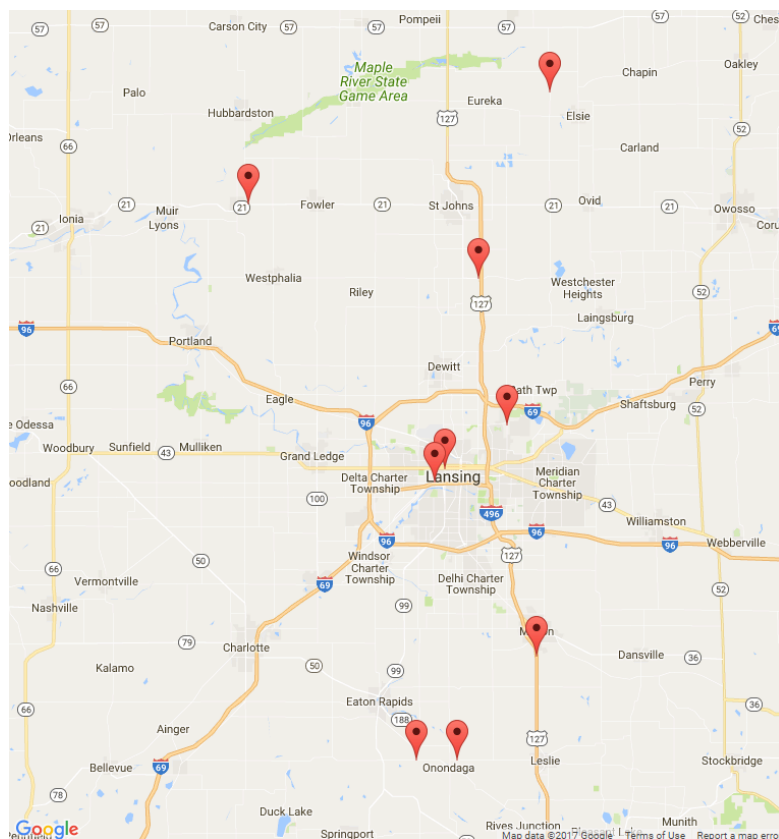
| Age Group | 2012 | | | 2013 | | | 2014 | | | 2015 | | | 2016 | | |
|-----------|---------|---------------|-----------------|---------|---------------|-----------------|---------|---------------|-----------------|---------|---------------|-----------------|---------|---------------|-----------------|
| | 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 | 16 | 0 | 4 | 24 | 0 | 1 | 20 | 0 | 2 | 29 | 0 | 3 | 27 | 0 | 2 |
| 16 - 20 | 2,776 | 2 | 262 | 2,787 | 0 | 253 | 2,755 | 1 | 244 | 2,904 | 1 | 292 | 3,046 | 2 | 297 |
| 21 - 24 | 2,413 | 0 | 243 | 2,694 | 3 | 229 | 2,789 | 0 | 263 | 2,839 | 2 | 241 | 3,027 | 1 | 276 |
| 25 - 64 | 12,264 | 7 | 1,166 | 13,009 | 3 | 1,214 | 14,136 | 8 | 1,307 | 14,045 | 6 | 1,299 | 14,828 | 7 | 1,513 |
| 65 + | 1,750 | 5 | 212 | 1,857 | 2 | 215 | 2,036 | 3 | 209 | 2,082 | 2 | 204 | 2,293 | 3 | 264 |
| Unknown | 21 | 0 | 0 | 34 | 0 | 0 | 40 | 0 | 0 | 36 | 0 | 0 | 21 | 0 | 0 |
| Total | 19,240 | 14 | 1,887 | 20,405 | 8 | 1,912 | 21,776 | 12 | 2,025 | 21,935 | 11 | 2,039 | 23,242 | 13 | 2,352 |

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



5-Year Trend - Drivers in Crashes by Hazardous Action

| Hazardous Action | 2012 | | 2013 | | 2014 | | 2015 | | 2016 | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| | Total Drivers in Crashes | Drivers in Fatal Crashes | Total Drivers in Crashes | Drivers in Fatal Crashes | Total Drivers in Crashes | Drivers in Fatal Crashes | Total Drivers in Crashes | Drivers in Fatal Crashes | Total Drivers in Crashes | Drivers in Fatal Crashes |
| None | 11,825 | 23 | 12,572 | 25 | 13,273 | 19 | 13,519 | 26 | 13,924 | 36 |
| Speed too fast | 1,266 | 6 | 1,360 | 5 | 1,785 | 8 | 1,368 | 6 | 1,460 | 12 |
| Speed too slow | 17 | 0 | 15 | 0 | 16 | 0 | 24 | 0 | 22 | 0 |
| Failed to yield | 2,028 | 4 | 2,116 | 3 | 2,296 | 6 | 2,237 | 5 | 2,471 | 7 |
| Disregard traffic control | 514 | 6 | 526 | 2 | 546 | 4 | 631 | 3 | 621 | 3 |
| Drove wrong way | 18 | 0 | 29 | 0 | 40 | 2 | 28 | 1 | 33 | 0 |
| Drove left of center | 60 | 1 | 75 | 0 | 88 | 2 | 89 | 2 | 94 | 1 |
| Improper passing | 84 | 0 | 84 | 1 | 110 | 1 | 115 | 0 | 124 | 0 |
| Improper lane use | 394 | 0 | 441 | 1 | 508 | 0 | 542 | 0 | 637 | 0 |
| Improper turn | 267 | 0 | 255 | 0 | 284 | 0 | 319 | 0 | 300 | 1 |
| Improper/no signal | 25 | 0 | 26 | 0 | 23 | 0 | 42 | 0 | 30 | 0 |
| Improper backing | 408 | 0 | 411 | 0 | 433 | 0 | 427 | 0 | 444 | 0 |
| Unable to stop in assured clear distance | 2,722 | 4 | 2,946 | 1 | 2,978 | 0 | 3,145 | 1 | 3,533 | 2 |
| Other | 473 | 4 | 508 | 5 | 594 | 1 | 557 | 2 | 560 | 1 |
| Unknown | 486 | 4 | 499 | 4 | 476 | 5 | 560 | 8 | 855 | 7 |
| Reckless driving | 85 | 1 | 126 | 4 | 102 | 2 | 108 | 0 | 91 | 1 |
| Careless/negligent driving | 560 | 2 | 564 | 3 | 566 | 5 | 578 | 2 | 595 | 5 |
| Uncoded & errors | 147 | 3 | 146 | 0 | 132 | 1 | 172 | 0 | 187 | 1 |
| Total | 21,379 | 58 | 22,699 | 54 | 24,250 | 56 | 24,461 | 56 | 25,981 | 77 |



The picture above represents all 2016 alcohol-involved fatal crashes in Post 11.

In 2016, there were 442 alcohol-involved crashes in Post 11:

| | |
|-----|--|
| 9 | K - Fatal Crashes |
| 30 | A - Suspected Serious Injury Crashes |
| 76 | B - Suspected Minor Injury Crashes |
| 73 | C - Possible Injury Crashes |
| 254 | O - Property Damage Only/No Injury Crashes |

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