October 2017

MICHIGAN

Office of Highway Safety Planning

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:

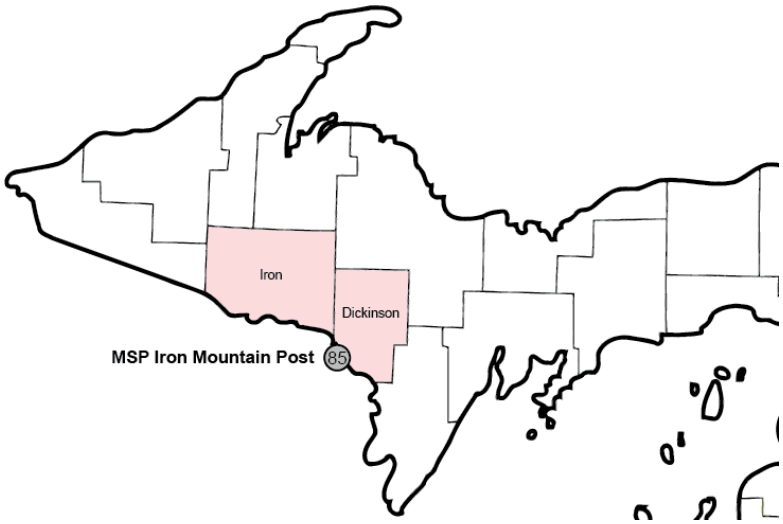
K = Killed
A = Suspected Serious Injury
B = Suspected Minor Injury
C = Possible Injury
O = No Injury
Property Damage Only (PDO)

UMTRI
University of Michigan
Transportation Research Institute

Michigan State Police (MSP) Post 85 - Iron Mountain

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

Post 85 is comprised of Dickinson and Iron 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 85 - Iron Mountain

- There were 1,216 crashes in Post 85 during 2016. [Page 1]
- There were seven fatalities in five fatal crashes in 2016 in Post 85. [Page 1]
- A total of 190 injuries resulted from 148 injury crashes. [Page 1]
- There were 1,063 property damage only crashes (no fatalities or injuries). [Page 1]
- November had the highest number of crashes (162). [Pages 1-2]
- June had the highest number of fatal crashes (4) and fatalities (6). [Pages 1-2]
- December had the highest number of injury crashes (17) and June had the highest number of injuries (26). [Page 1]
- November had the highest number of property damage only crashes (147). [Page 1]
- Of all vehicles involved in fatal crashes, two (22.2%) were motorcycles. [Page 1]
- Friday was the day of the week with the highest number of crashes (201). [Pages 2-3]
- The 6:00 PM – 8:59 PM time period had the highest number of crashes (275). The noon – 2:59 PM and 9:00 PM – 11:59 PM time periods each had two of the five fatal crashes. [Pages 5-6]
- During the period from 2012 to 2016, the highest number of deer crashes occurred in 2012 (906). There were no fatal crashes involving deer in 2016. [Pages 7-8]
- Dickinson County (65.2%) had the highest number of crashes in Post 85 in 2016, followed by Iron County (34.8%). [Page 8]
- Four fatalities occurred in Iron County and three fatalities took place in Dickinson County. [Page 8]
- The highest number of drivers in crashes (1,897) occurred during 2012 within the five-year period. The highest number of drivers coded drinking in crashes (51) occurred in both 2012 and 2016. [Page 9]
- Both 2012 and 2016 had the highest number of alcohol-involved crashes, with 51 each year. [Page 10]
- Alcohol-involved fatal crashes were the highest in 2012 during the five-year period from 2012 to 2016 at four. [Page 10]
- A total of 18 crashes involved drugs in 2016, the highest during the five-year period. There was one fatal crash and four suspected serious injury crashes involving drugs in 2016. [Page 11]
- There were 1,445 drivers wearing seatbelts and 16 drivers not wearing seatbelts in crashes in 2016. Of the 16 drivers not wearing seat belts, one (6.3%) was killed and seven (43.8%) were injured. [Page 14-16]

  The most common hazardous action coded for drivers in 2016 in all crashes was failed to yield (124), while the most common hazardous action coded for drivers in fatal crashes was speed too fast (2). [Page 17]

MSP Post 85 - Iron Mountain

Post 85 Experience

In 2016:

There were 1,584 drivers involved in 1,216 motor vehicle crashes in MSP Post 85. Of those crashes, 5 were classified as fatal, resulting in 7 fatalities. An additional 190 persons were injured.

Post 85 experienced the highest number of motor vehicle crashes (162) in November, the highest number of fatal crashes (4) and the highest number of persons killed (6) in June.

Michigan driver statistics indicate 5.6 percent of licensed drivers in Post 85 were age 16-20, and 8.8 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	100	0	10	90	0	11
February	67	0	15	52	0	19
March	65	0	7	58	0	10
April	85	0	13	72	0	15
May	83	0	12	71	0	14
June	109	4	16	89	6	26
July	85	0	16	69	0	20
August	83	0	13	70	0	16
September	99	0	8	91	0	9
October	133	0	7	126	0	10
November	162	1	14	147	1	20
December	145	0	17	128	0	20
Total	**1,216**	**5**	**148**	**1,063**	**7**	**190**

2016 - Driver Statistics

Age Group	Statewide			Driver Rates	
	2016 Population	Licensed Drivers	Drivers in Crashes	Per 10k Population	Per 10k Licensed
0 - 15	6,050	244	4	6.6	163.9
16 - 20	1,857	1,657	140	753.9	844.9
21 - 24	1,480	1,483	114	770.3	768.7
25 - 64	18,598	18,162	971	522.1	534.6
65 +	8,745	7,896	290	331.6	367.3
Unknown	0	0	65	- -	- -
Total	**36,730**	**29,442**	**1,584**	**431.3**	**538.0**

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	1,140	72.0	6	66.7	156	978
Motor home	8	0.5	0	0.0	2	6
Pickup truck	356	22.5	0	0.0	54	302
Small truck under 10,000 lbs. GVWR	10	0.6	0	0.0	1	9
Motorcycle	13	0.8	2	22.2	9	2
Moped / goped	1	0.1	0	0.0	1	0
Go-cart / golf cart	0	0.0	0	0.0	0	0
Snowmobile	1	0.1	0	0.0	0	1
Off-Road Vehicle - ORV / All-Terrain Vehicle - ATV	3	0.2	0	0.0	2	1
Other	5	0.3	0	0.0	1	4
Truck/bus over 10,000 lbs.	33	2.1	1	11.1	5	27
Unknown	14	0.9	0	0.0	1	13
Total	**1,584**	**100.0**	**9**	**100.0**	**232**	**1,343**

MSP Post 85 - Iron Mountain (continued)

5-Year Trend - Crashes by Month

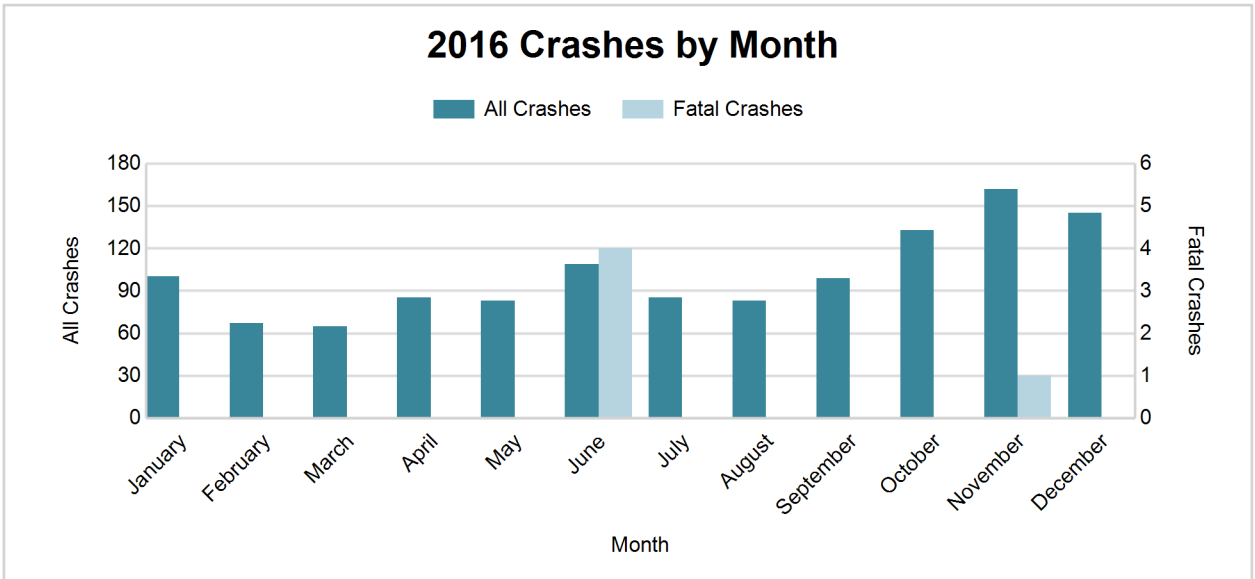
Month	2012		2013		2014		2015		2016	
	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes
January	138	0	129	1	158	1	139	0	100	0
February	110	0	94	0	115	0	81	0	67	0
March	80	0	75	0	126	0	106	0	65	0
April	85	0	81	0	79	0	71	0	85	0
May	81	0	88	0	95	1	85	0	83	0
June	133	0	99	0	100	0	91	0	109	4
July	113	1	97	0	89	0	80	0	85	0
August	100	1	105	1	91	0	91	0	83	0
September	147	0	115	0	96	0	101	0	99	0
October	177	0	127	1	122	0	125	1	133	0
November	191	1	170	0	151	0	142	0	162	1
December	157	2	158	0	155	0	64	0	145	0
Total	**1,512**	**5**	**1,338**	**3**	**1,377**	**2**	**1,176**	**1**	**1,216**	**5**

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	208	0	195	0	193	0	160	0	193	1
Tuesday	223	2	211	0	215	0	157	0	167	1
Wednesday	206	0	175	0	194	1	177	0	174	1
Thursday	255	0	193	2	190	0	186	0	177	0
Friday	239	1	212	0	240	0	189	0	201	1
Saturday	198	1	198	1	187	1	178	0	157	0
Sunday	183	1	154	0	158	0	129	1	147	1
Total	**1,512**	**5**	**1,338**	**3**	**1,377**	**2**	**1,176**	**1**	**1,216**	**5**

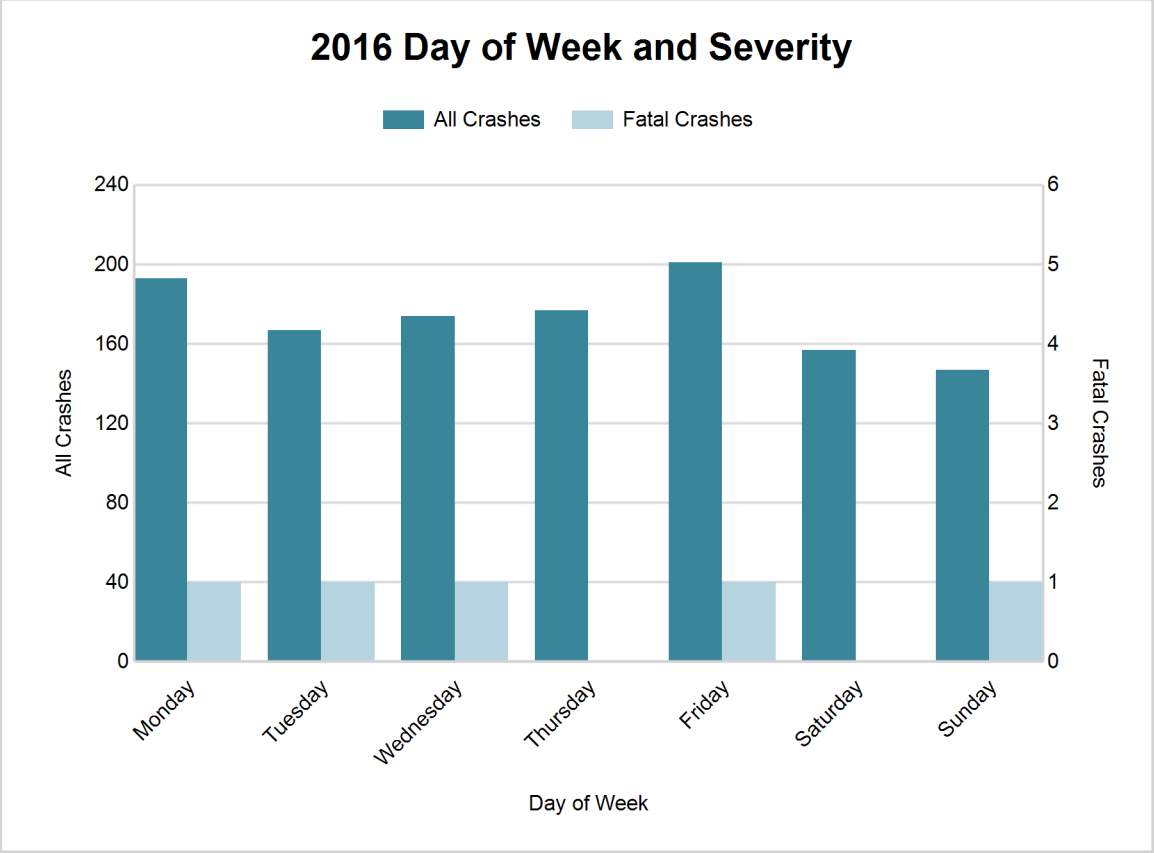
Note: † Indicates that the highest number of total crashes reported in the 5-year period occurred on the same day of the week



MSP Post 85 - Iron Mountain (continued)

2016 - Crashes by Day of Week

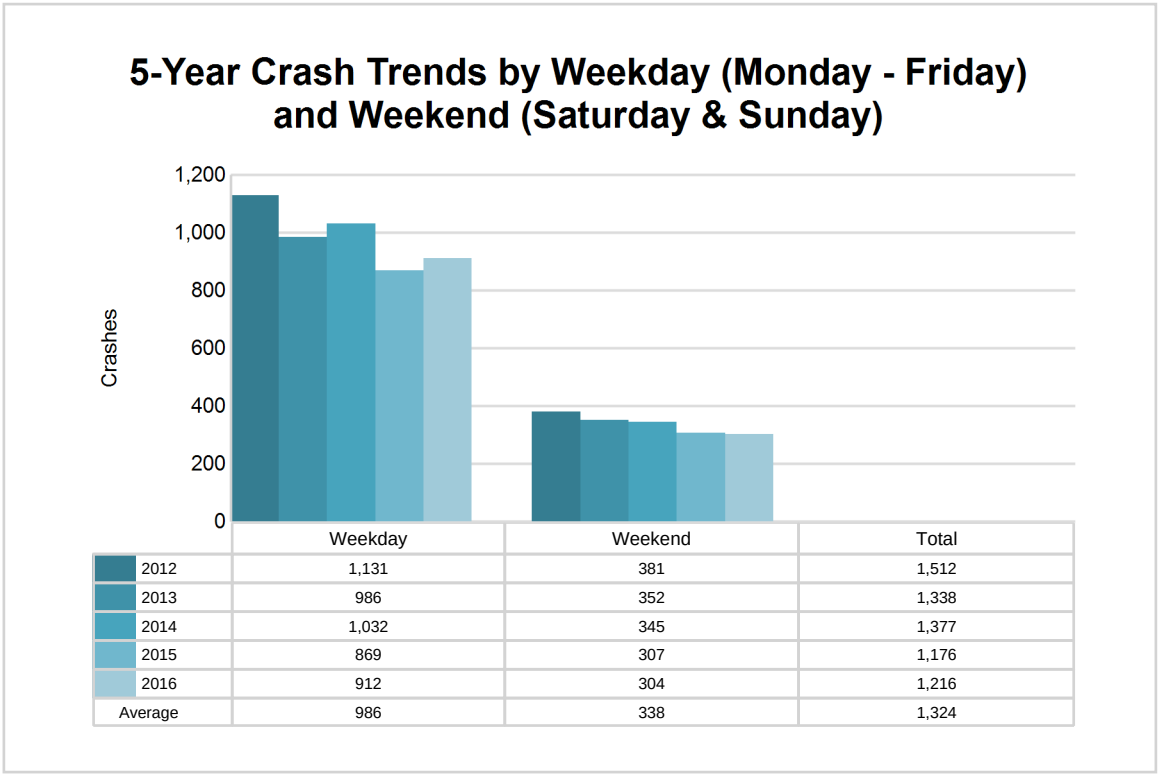
Day	All Crashes		Fatal Crashes		Injury Crashes			PDO Crashes
	Number	% of Total	Number	% of Fatal	A	B	C	Number
Monday	193	15.9	1	20.0	2	8	10	172
Tuesday	167	13.7	1	20.0	4	6	9	147
Wednesday	174	14.3	1	20.0	4	4	12	153
Thursday	177	14.6	0	0.0	2	8	13	154
Friday	201	16.5	1	20.0	2	7	15	176
Saturday	157	12.9	0	0.0	4	7	9	137
Sunday	147	12.1	1	20.0	4	9	9	124
Total	**1,216**	**100.0**	**5**	**100.0**	**22**	**49**	**77**	**1,063**



MSP Post 85 - Iron Mountain (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	1,131	3	986	2	1,032	1	869	0	912	4
Weekend	381	2	352	1	345	1	307	1	304	1
Total	**1,512**	**5**	**1,338**	**3**	**1,377**	**2**	**1,176**	**1**	**1,216**	**5**

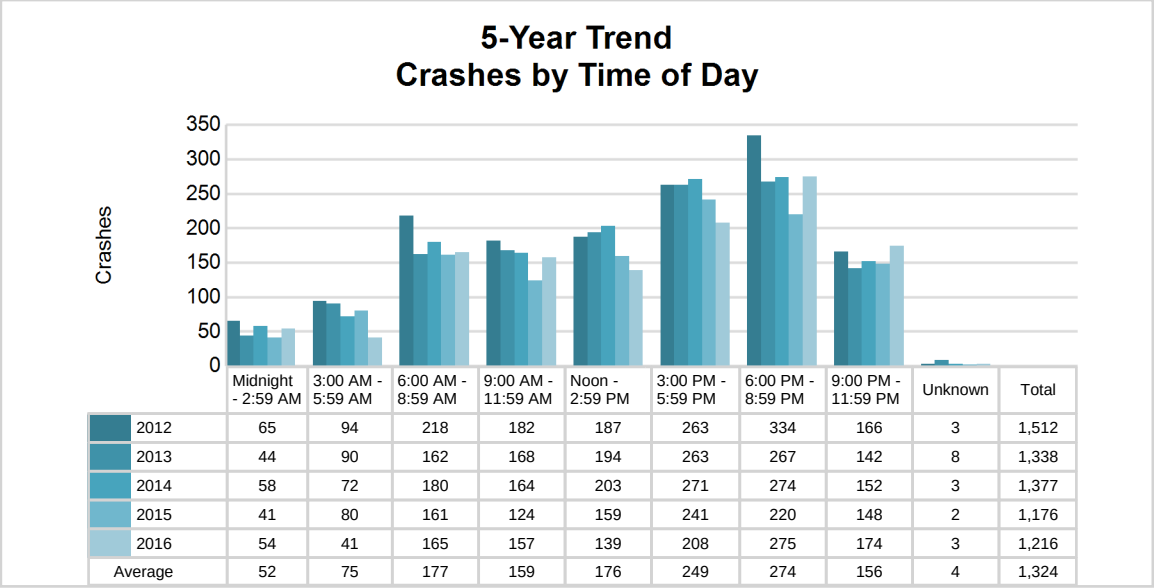


MSP Post 85 - Iron Mountain (continued)

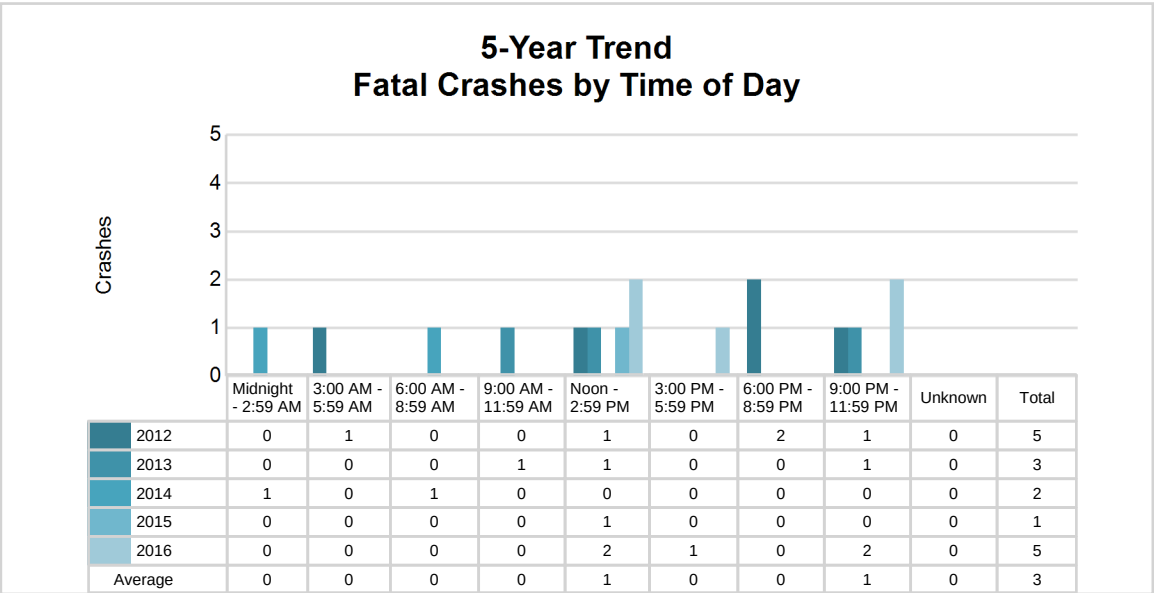
5-Year Trend - Crashes by Time of Day

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	65	0	44	0	58	1	41	0	54	0
3:00 AM - 5:59 AM	94	1	90	0	72	0	80	0	41	0
6:00 AM - 8:59 AM	218	0	162	0	180	1	161	0	165	0
9:00 AM - 11:59 AM	182	0	168	1	164	0	124	0	157	0
Noon - 2:59 PM	187	1	194	1	203	0	159	1	139	2
3:00 PM - 5:59 PM	263	0	263	0	271	0	241	0	208	1
6:00 PM - 8:59 PM	334	2	267	0	274	0	220	0	275	0
9:00 PM - 11:59 PM	166	1	142	1	152	0	148	0	174	2
Unknown	3	0	8	0	3	0	2	0	3	0
Total	**1,512**	**5**	**1,338**	**3**	**1,377**	**2**	**1,176**	**1**	**1,216**	**5**

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



	Midnight - 2:59 AM	3:00 AM - 5:59 AM	6:00 AM - 8:59 AM	9:00 AM - 11:59 AM	Noon - 2:59 PM	3:00 PM - 5:59 PM	6:00 PM - 8:59 PM	9:00 PM - 11:59 PM	Unknown	Total
2012	65	94	218	182	187	263	334	166	3	1,512
2013	44	90	162	168	194	263	267	142	8	1,338
2014	58	72	180	164	203	271	274	152	3	1,377
2015	41	80	161	124	159	241	220	148	2	1,176
2016	54	41	165	157	139	208	275	174	3	1,216
Average	52	75	177	159	176	249	274	156	4	1,324

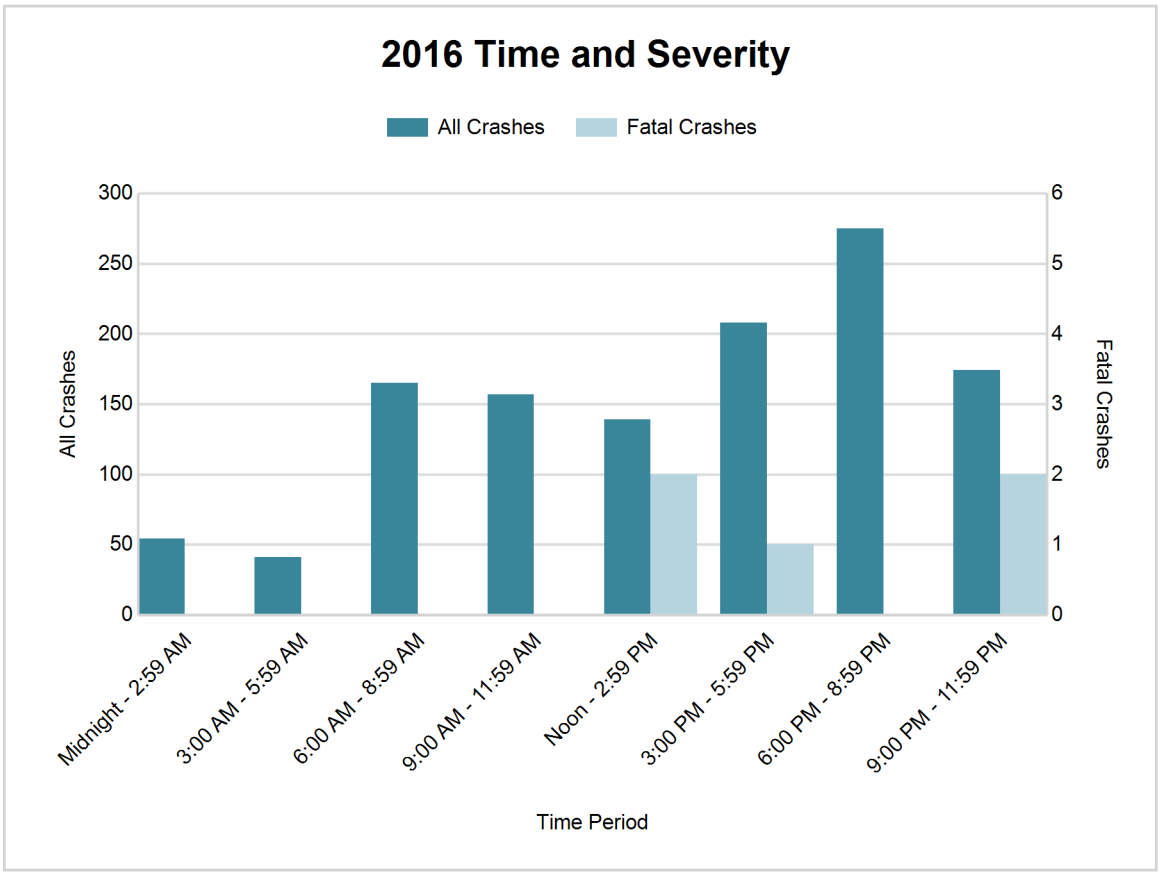


	Midnight - 2:59 AM	3:00 AM - 5:59 AM	6:00 AM - 8:59 AM	9:00 AM - 11:59 AM	Noon - 2:59 PM	3:00 PM - 5:59 PM	6:00 PM - 8:59 PM	9:00 PM - 11:59 PM	Unknown	Total
2012	0	1	0	0	1	0	2	1	0	5
2013	0	0	0	1	1	0	0	1	0	3
2014	1	0	1	0	0	0	0	0	0	2
2015	0	0	0	0	1	0	0	0	0	1
2016	0	0	0	0	2	1	0	2	0	5
Average	0	0	0	0	1	0	0	1	0	3

MSP Post 85 - Iron Mountain (continued)

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	54	4.4	0	0.0	0	2	4	48
3:00 AM - 5:59 AM	41	3.4	0	0.0	0	4	3	34
6:00 AM - 8:59 AM	165	13.6	0	0.0	4	3	9	149
9:00 AM - 11:59 AM	157	12.9	0	0.0	4	6	8	139
Noon - 2:59 PM	139	11.4	2	40.0	3	8	16	110
3:00 PM - 5:59 PM	208	17.1	1	20.0	2	12	18	175
6:00 PM - 8:59 PM	275	22.6	0	0.0	3	8	12	252
9:00 PM - 11:59 PM	174	14.3	2	40.0	6	4	7	155
Unknown	3	0.2	0	0.0	0	2	0	1
Total	**1,216**	**100.0**	**5**	**100.0**	**22**	**49**	**77**	**1,063**

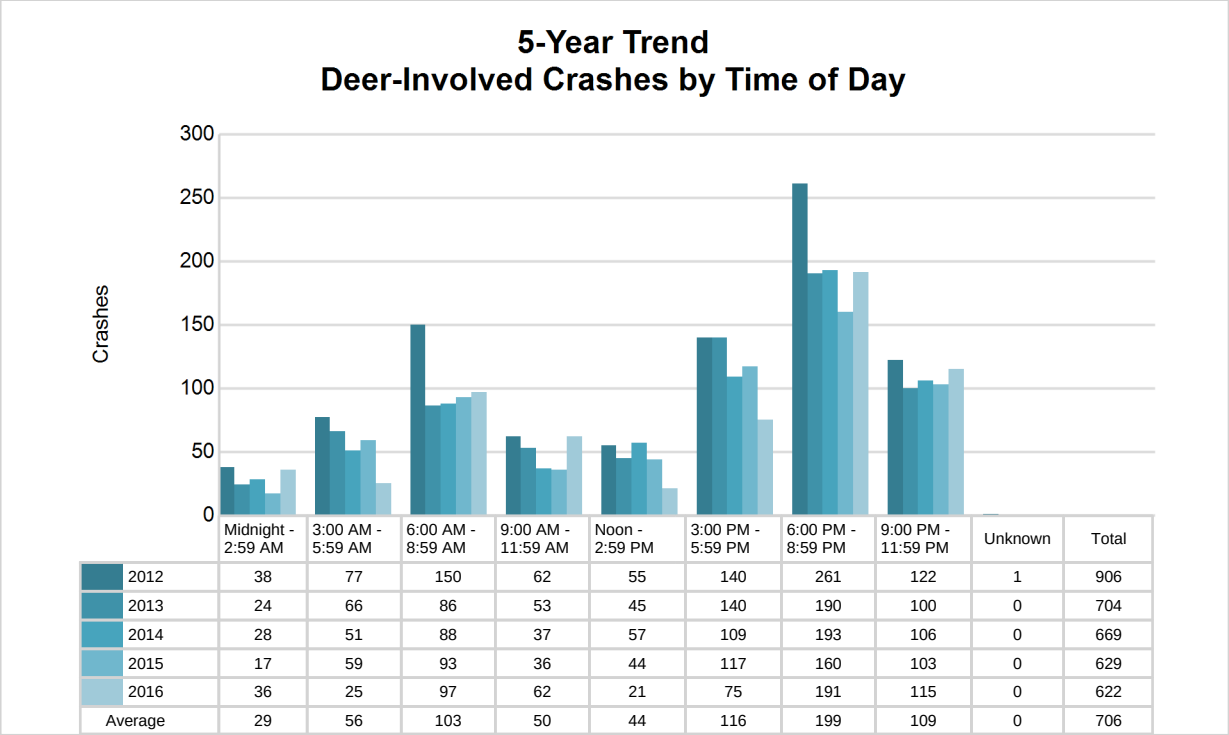


MSP Post 85 - Iron Mountain (continued)

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

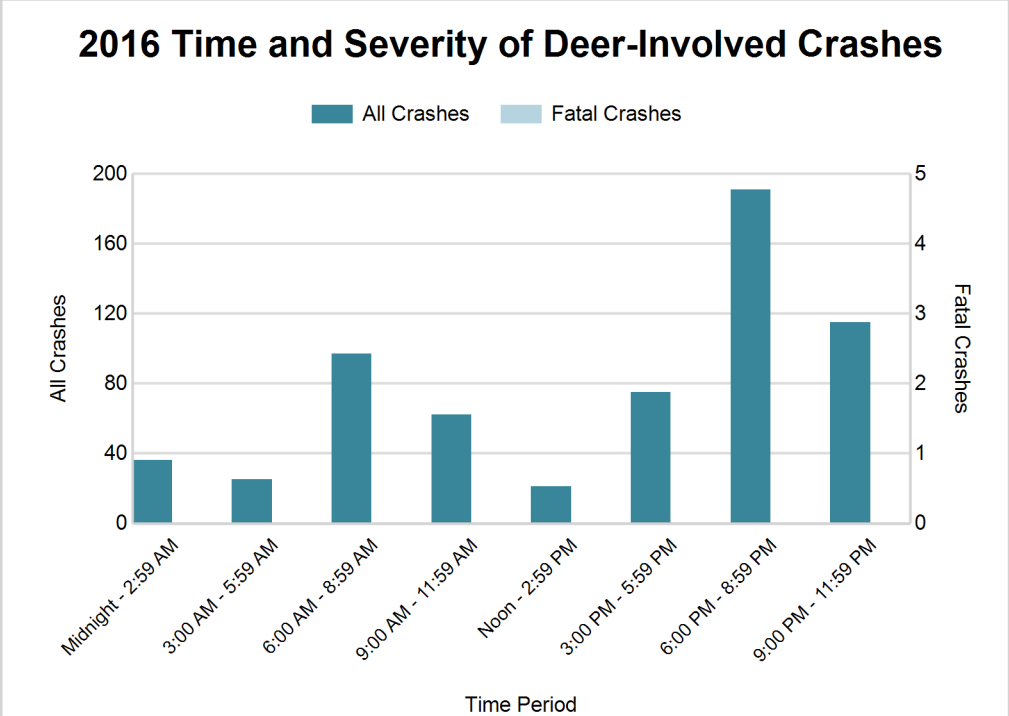
Time of Day	2012		2013		2014		2015		2016	
	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes
Midnight - 2:59 AM	38	0	24	0	28	0	17	0	36	0
3:00 AM - 5:59 AM	77	0	66	0	51	0	59	0	25	0
6:00 AM - 8:59 AM	150	0	86	0	88	0	93	0	97	0
9:00 AM - 11:59 AM	62	0	53	0	37	0	36	0	62	0
Noon - 2:59 PM	55	0	45	0	57	0	44	0	21	0
3:00 PM - 5:59 PM	140	0	140	0	109	0	117	0	75	0
6:00 PM - 8:59 PM	261 †	0	190 †	0	193 †	0	160 †	0	191 †	0
9:00 PM - 11:59 PM	122	0	100	0	106	0	103	0	115	0
Unknown	1	0	0	0	0	0	0	0	0	0
Total	**906**	**0**	**704**	**0**	**669**	**0**	**629**	**0**	**622**	**0**

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



	Midnight - 2:59 AM	3:00 AM - 5:59 AM	6:00 AM - 8:59 AM	9:00 AM - 11:59 AM	Noon - 2:59 PM	3:00 PM - 5:59 PM	6:00 PM - 8:59 PM	9:00 PM - 11:59 PM	Unknown	Total
2012	38	77	150	62	55	140	261	122	1	906
2013	24	66	86	53	45	140	190	100	0	704
2014	28	51	88	37	57	109	193	106	0	669
2015	17	59	93	36	44	117	160	103	0	629
2016	36	25	97	62	21	75	191	115	0	622
Average	29	56	103	50	44	116	199	109	0	706

MSP Post 85 - Iron Mountain (continued)



There were no fatal deer-involved crashes in Post 85 in 2016

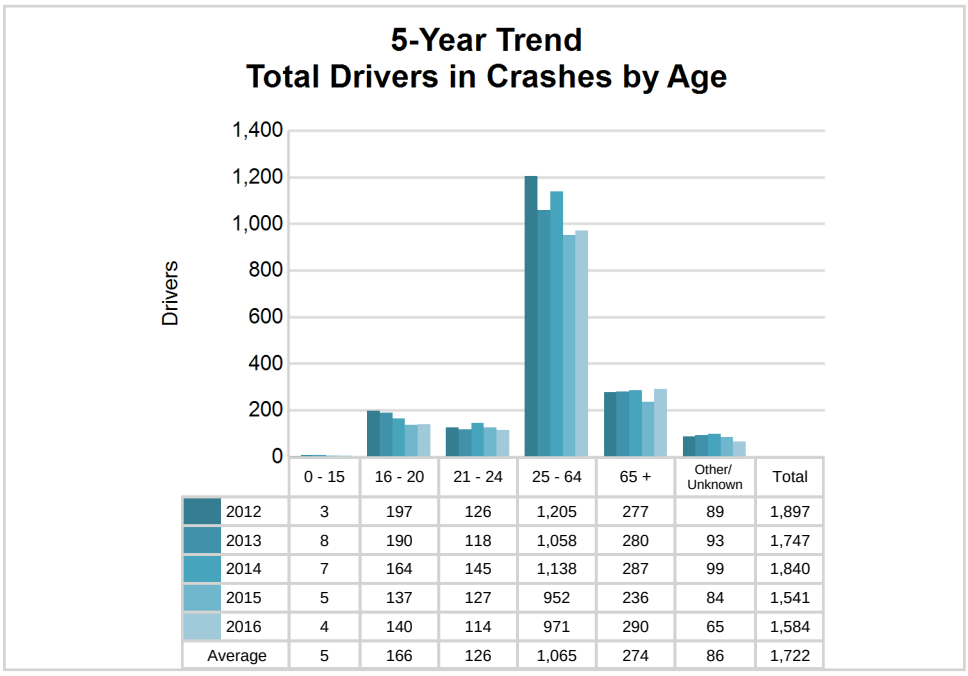
2016 - Reported Motor Vehicle Crashes by County

County	Crashes											Persons	
	Total	Fatal	Injury	Property Damage	Inter-state	US Route	State Route	Local Street	Alcohol-Involved	Drug-Involved	Deer-Involved	Fatalities	Injuries
Dickinson	793	2	111	680	0	275	224	287	33	15	379	3	144
Iron	423	3	37	383	0	156	73	193	18	3	243	4	46
Total	**1,216**	**5**	**148**	**1,063**	**0**	**431**	**297**	**480**	**51**	**18**	**622**	**7**	**190**

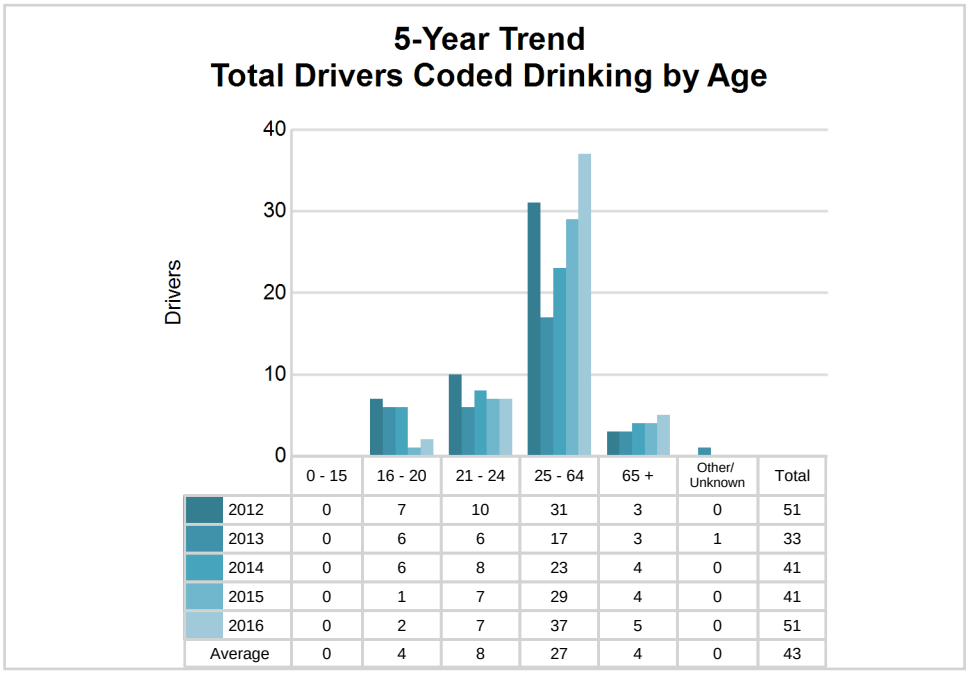
MSP Post 85 - Iron Mountain (continued)

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	3	0	8	0	7	0	5	0	4	0
16 - 20	197	7	190	6	164	6	137	1	140	2
21 - 24	126	10	118	6	145	8	127	7	114	7
25 - 64	1,205	31	1,058	17	1,138	23	952	29	971	37
65 +	277	3	280	3	287	4	236	4	290	5
Unknown	89	0	93	1	99	0	84	0	65	0
Total	**1,897**	**51**	**1,747**	**33**	**1,840**	**41**	**1,541**	**41**	**1,584**	**51**



	0 - 15	16 - 20	21 - 24	25 - 64	65 +	Other/ Unknown	Total
2012	3	197	126	1,205	277	89	1,897
2013	8	190	118	1,058	280	93	1,747
2014	7	164	145	1,138	287	99	1,840
2015	5	137	127	952	236	84	1,541
2016	4	140	114	971	290	65	1,584
Average	5	166	126	1,065	274	86	1,722



	0 - 15	16 - 20	21 - 24	25 - 64	65 +	Other/ Unknown	Total
2012	0	7	10	31	3	0	51
2013	0	6	6	17	3	1	33
2014	0	6	8	23	4	0	41
2015	0	1	7	29	4	0	41
2016	0	2	7	37	5	0	51
Average	0	4	8	27	4	0	43

MSP Post 85 - Iron Mountain (continued)

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	0	0	0	0	0	0	0	0	0
16 - 20	2	2	2	2	0	0	1	1	0
21 - 24	7	8	7	7	0	2	0	3	2
25 - 64	46	41	28	37	1	1	11	11	13
65 +	6	4	3	5	0	0	2	0	3
Unknown	8	0	0	0	0	0	0	0	0
Total	**69**	**55**	**40**	**51**	**1**	**3**	**14**	**15**	**18**

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

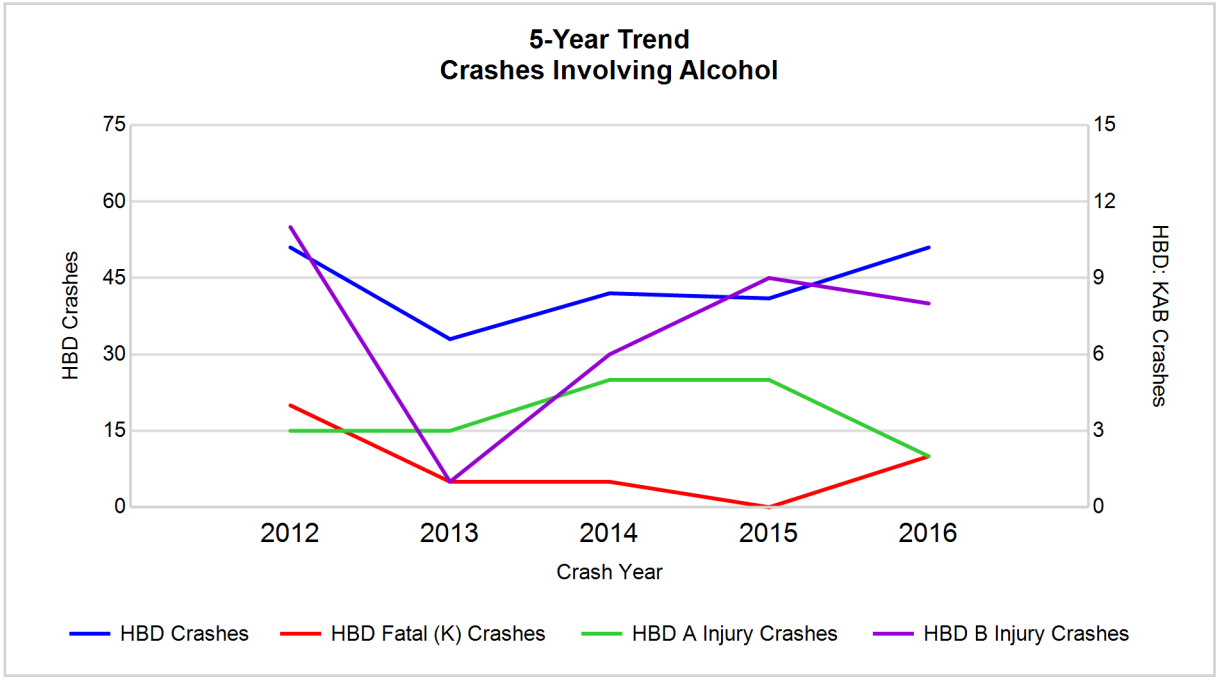
In 2016, there were 69 drivers in alcohol-involved crashes; 51 (73.9%) of those drivers were coded as had-been-drinking by the officer on the crash form.

- 29 (56.9%) of the 51 drivers had a blood alcohol concentration (BAC) of 0.08 g/dL (grams per deciliter) or greater, and 15 (51.7%) of the 29 drivers had a BAC at or above 0.17 g/dL.
- 40 (78.4%) of the 51 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	1,512	51	3.4	5	4	80.0	25	3	12.0	58	11	19.0
2013	1,338	33	2.5	3	1	33.3	18	3	16.7	41	1	2.4
2014	1,377	42	3.1	2	1	50.0	13	5	38.5	50	6	12.0
2015	1,176	41	3.5	1	0	0.0	20	5	25.0	43	9	20.9
2016	1,216	51	4.2**	5	2	40.0	22	2*	9.1*	49	8	16.3

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



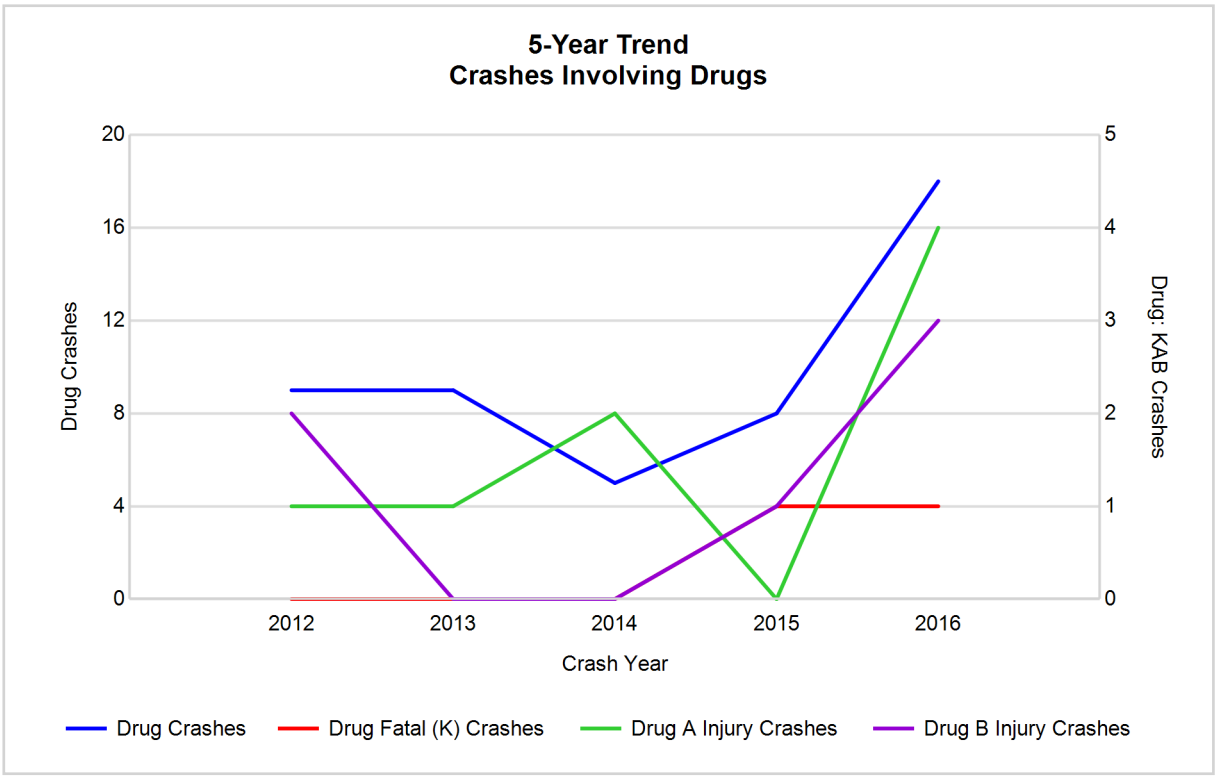
Note: Had-Been-Drinking (HBD)

MSP Post 85 - Iron Mountain (continued)

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	1,512	9	0.6	5	0	0.0	25	1	4.0	58	2	3.4
2013	1,338	9	0.7	3	0	0.0	18	1	5.6	41	0	0.0
2014	1,377	5	0.4	2	0	0.0	13	2	15.4	50	0	0.0
2015	1,176	8	0.7	1	1	100.0	20	0	0.0	43	1	2.3
2016	1,216	18**	1.5**	5	1	20.0	22	4**	18.2**	49	3**	6.1**

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

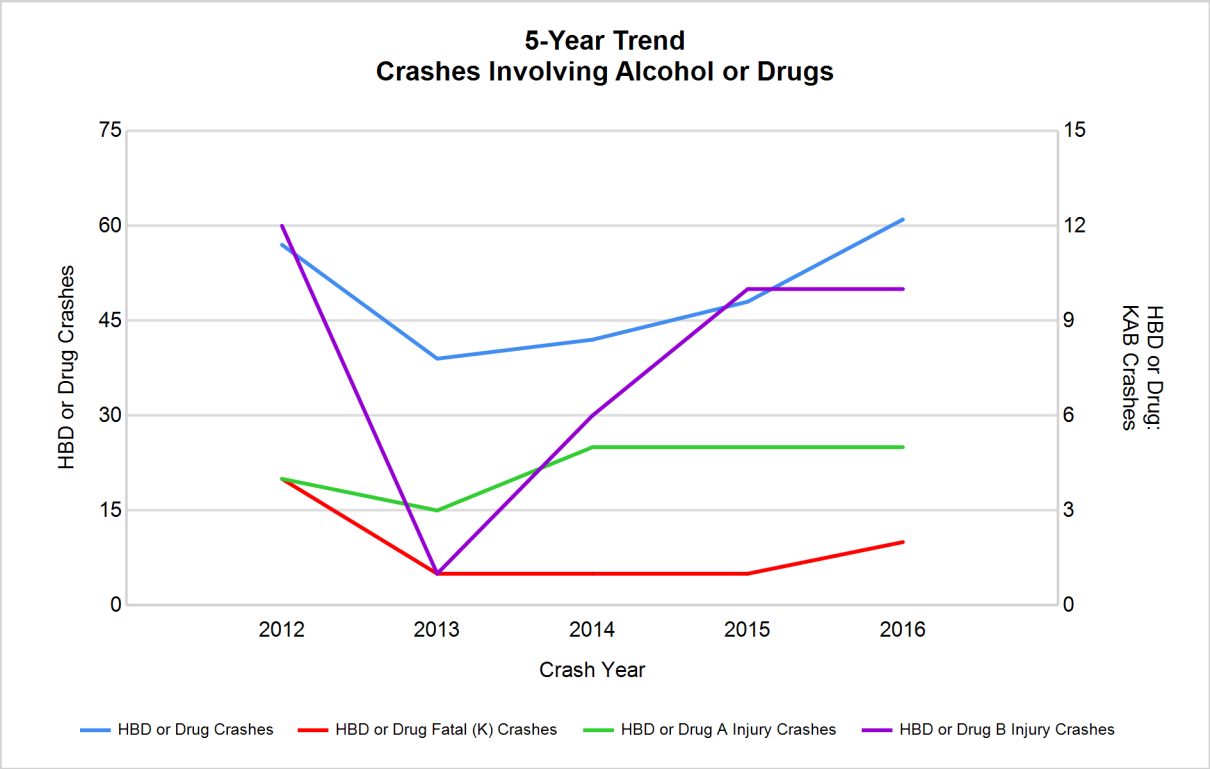


MSP Post 85 - Iron Mountain (continued)

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
2012	1,512	57	3.8	5	4	80.0	25	4	16.0	58	12	20.7
2013	1,338	39	2.9	3	1	33.3	18	3	16.7	41	1	2.4
2014	1,377	42	3.1	2	1	50.0	13	5	38.5	50	6	12.0
2015	1,176	48	4.1	1	1	100.0	20	5	25.0	43	10	23.3
2016	1,216	61**	5.0**	5	2	40.0	22	5	22.7	49	10	20.4

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)

MSP Post 85 - Iron Mountain (continued)

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	1,170	1,091	93.2	5	4	80.0	14	13	92.9	46	44	95.7	68	62	91.2	989	962	97.3
Motor home	9	8	88.9	0	0	0.0	0	0	0.0	1	1	100.0	1	1	100.0	7	6	85.7
Pickup truck	366	336	91.8	0	0	0.0	3	3	100.0	13	9	69.2	21	16	76.2	320	308	96.3
Small truck under 10,000 lbs. GVWR	10	10	100.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	10	10	100.0
Motorcycle	14	6	42.9	2	0	0.0	4	1	25.0	3	1	33.3	3	3	100.0	2	1	50.0
Moped / goped	1	0	0.0	0	0	0.0	1	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
Go-cart / golf cart	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
Snowmobile	1	1	100.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	1	1	100.0
Off-Road Vehicle - ORV / All-Terrain Vehicle - ATV	3	2	66.7	0	0	0.0	1	1	100.0	0	0	0.0	1	1	100.0	1	0	0.0
Other	6	2	33.3	0	0	0.0	1	0	0.0	1	0	0.0	0	0	0.0	2	2	100.0
Truck/bus over 10,000 lbs.	35	32	91.4	0	0	0.0	0	0	0.0	0	0	0.0	2	0	0.0	33	32	97.0
Unknown	15	2	13.3	0	0	0.0	0	0	0.0	0	0	0.0	1	0	0.0	2	2	100.0
Total	**1,630**	**1,490**	**91.4**	**7**	**4**	**57.1**	**24**	**18**	**75.0**	**64**	**55**	**85.9**	**97**	**83**	**85.6**	**1,367**	**1,324**	**96.9**

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	10	8	80.0	0	0	0.0	0	0	0.0	3	3	100.0	4	2	50.0	3	3	100.0
16 - 20	152	142	93.4	0	0	0.0	7	6	85.7	9	7	77.8	16	14	87.5	119	114	95.8
21 - 24	118	107	90.7	1	1	100.0	2	2	100.0	10	7	70.0	6	4	66.7	99	93	93.9
25 - 64	986	941	95.4	6	3	50.0	12	8	66.7	32	29	90.6	53	47	88.7	879	851	96.8
65 +	296	291	98.3	0	0	0.0	3	2	66.7	10	9	90.0	15	15	100.0	266	263	98.9
Unknown	68	1	1.5	0	0	0.0	0	0	0.0	0	0	0.0	3	1	33.3	1	0	0.0
Total	**1,630**	**1,490**	**91.4**	**7**	**4**	**57.1**	**24**	**18**	**75.0**	**64**	**55**	**85.9**	**97**	**83**	**85.6**	**1,367**	**1,324**	**96.9**

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 85 - Iron Mountain (continued)

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	14	0	1	6	1	0	7	0	0	7	0	4	2	0	0
Shoulder belt only used	1	0	0	0	0	0	0	0	0	5	0	0	10	0	0
Lap belt only used	2	0	1	3	0	0	2	0	0	1	0	1	1	0	0
Both lap & shoulder belts used	1,673	2	130	1,560	0	126	1,651	1	130	1,372	0	111	1,434	1	117
No belts used	12	2	6	14	0	8	9	1	1	11	0	4	14	1	7
Child restraint used	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2
Child restraint not used, unavailable or improper use	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Restraint failure	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Restraint use unknown	77	0	11	53	0	4	58	0	5	35	0	8	51	0	4
Helmet worn	23	0	18	13	1	9	17	0	13	11	0	7	9	0	7
Helmet not worn	11	1	10	8	0	8	3	0	3	14	1	9	9	2	5
Helmet use unknown	3	0	1	0	0	0	1	0	0	1	0	1	0	0	0
Uncoded & errors	81	0	1	89	0	1	92	0	1	84	0	0	50	0	0
Total	**1,897**	**5**	**179**	**1,747**	**2**	**156**	**1,840**	**2**	**153**	**1,541**	**1**	**145**	**1,584**	**4**	**142**

5-Year Trend - Restraint Use Among Drivers Coded Drinking

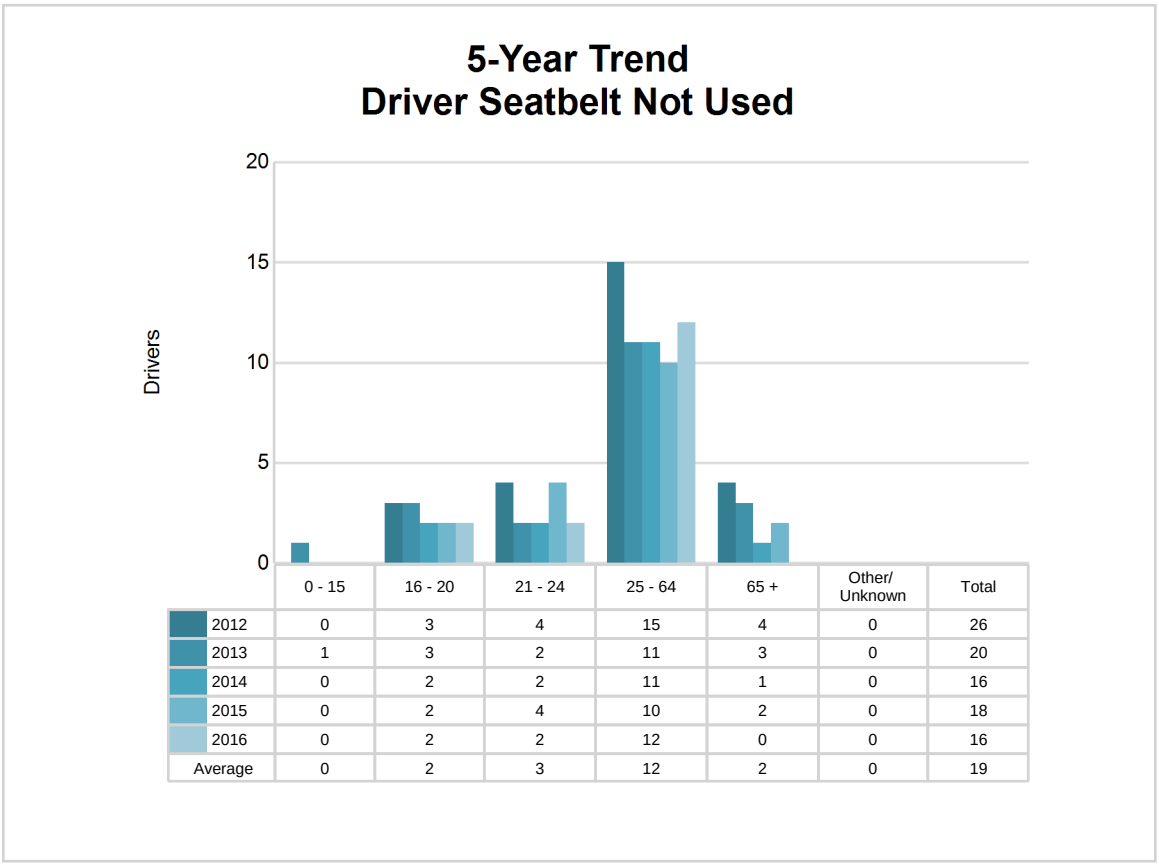
Restraint Use	2012			2013			2014			2015			2016		
	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers	Drivers	Fatal Drivers	Injured Drivers
No belts available	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Shoulder belt only used	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lap belt only used	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Both lap & shoulder belts used	30	1	8	12	0	3	26	0	6	26	0	10	31	0	7
No belts used	5	2	3	4	0	3	4	1	1	0	0	0	4	1	1
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	1	0	0
Restraint failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restraint use unknown	10	0	2	14	0	0	10	0	4	12	0	4	12	0	2
Helmet worn	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0
Helmet not worn	4	1	3	0	0	0	1	0	1	2	0	1	3	1	1
Helmet use unknown	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
Uncoded & errors	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	**51**	**4**	**18**	**33**	**1**	**6**	**41**	**1**	**12**	**41**	**0**	**16**	**51**	**2**	**11**

MSP Post 85 - Iron Mountain (continued)

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	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
16 - 20	3	0	1	3	0	2	2	0	0	2	0	1	2	0	1
21 - 24	4	0	3	2	1	0	2	1	0	4	0	1	2	0	2
25 - 64	15	2	3	11	0	4	11	0	1	10	0	4	12	1	4
65 +	4	0	0	3	0	1	1	0	0	2	0	2	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**26**	**2**	**7**	**20**	**1**	**8**	**16**	**1**	**1**	**18**	**0**	**8**	**16**	**1**	**7**

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



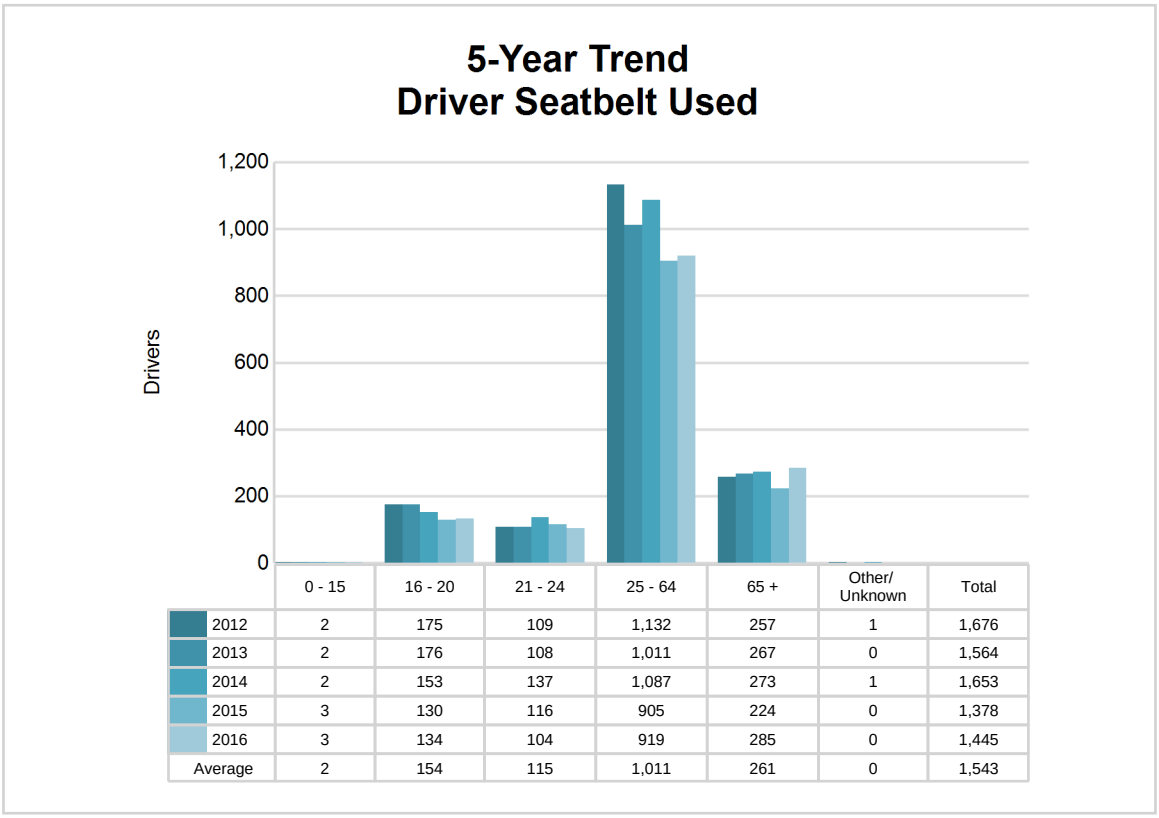
	0 - 15	16 - 20	21 - 24	25 - 64	65 +	Other/ Unknown	Total
2012	0	3	4	15	4	0	26
2013	1	3	2	11	3	0	20
2014	0	2	2	11	1	0	16
2015	0	2	4	10	2	0	18
2016	0	2	2	12	0	0	16
Average	0	2	3	12	2	0	19

MSP Post 85 - Iron Mountain (continued)

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	2	0	0	2	0	0	2	0	1	3	0	0	3	0	0
16 - 20	175	0	17	176	0	20	153	0	15	130	0	14	134	0	19
21 - 24	109	0	10	108	0	10	137	0	17	116	0	5	104	0	11
25 - 64	1,132	1	76	1,011	0	71	1,087	1	80	905	0	77	919	1	67
65 +	257	1	28	267	0	25	273	0	17	224	0	16	285	0	20
Unknown	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Total	**1,676**	**2**	**131**	**1,564**	**0**	**126**	**1,653**	**1**	**130**	**1,378**	**0**	**112**	**1,445**	**1**	**117**

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



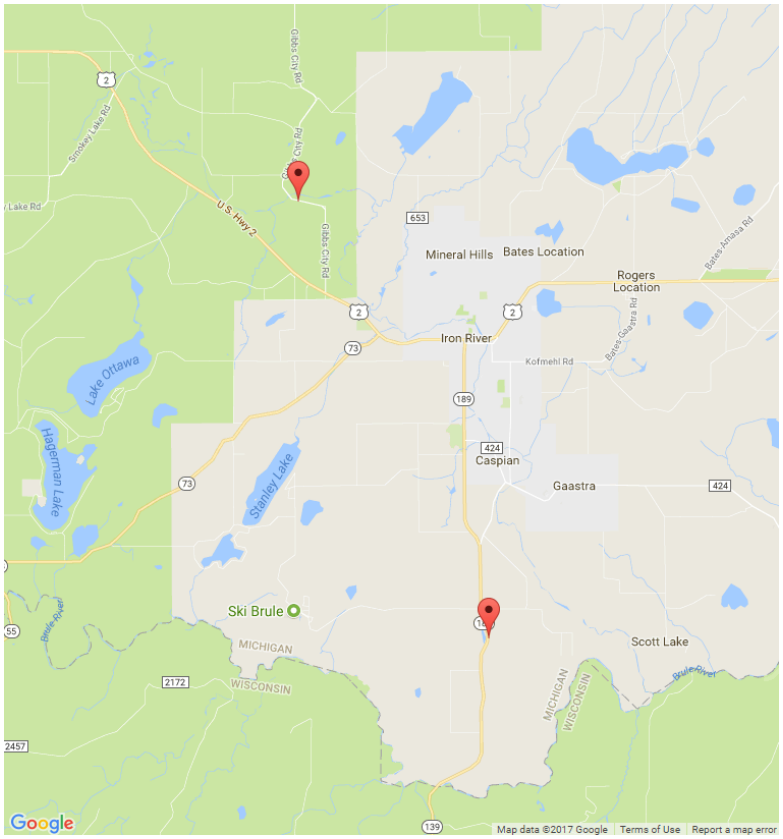
	0 - 15	16 - 20	21 - 24	25 - 64	65 +	Other/ Unknown	Total
2012	2	175	109	1,132	257	1	1,676
2013	2	176	108	1,011	267	0	1,564
2014	2	153	137	1,087	273	1	1,653
2015	3	130	116	905	224	0	1,378
2016	3	134	104	919	285	0	1,445
Average	2	154	115	1,011	261	0	1,543

MSP Post 85 - Iron Mountain (continued)

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	1,308	1	1,115	2	1,166	1	1,010	0	1,019	3
Speed too fast	136	2	113	1	173	2	79	0	111	2
Speed too slow	2	0	0	0	2	0	0	0	2	0
Failed to yield	116	1	135	0	136	0	119	0	124	1
Disregard traffic control	33	0	22	0	21	0	22	0	19	0
Drove wrong way	1	0	1	0	1	0	1	0	1	0
Drove left of center	5	0	4	0	1	0	6	0	5	1
Improper passing	1	0	7	0	10	0	2	0	4	0
Improper lane use	15	0	14	0	16	0	4	0	7	0
Improper turn	9	0	7	0	11	0	14	0	9	0
Improper/no signal	4	0	2	0	2	0	0	0	0	0
Improper backing	28	0	32	0	34	0	33	0	29	0
Unable to stop in assured clear distance	96	0	100	0	125	0	90	0	89	1
Other	32	0	49	0	25	0	41	0	48	0
Unknown	27	2	38	0	32	0	20	1	26	0
Reckless driving	6	0	12	0	6	0	6	0	5	0
Careless/negligent driving	48	0	54	0	39	0	60	0	38	1
Uncoded & errors	30	0	42	0	40	0	34	0	48	0
Total	**1,897**	**6**	**1,747**	**3**	**1,840**	**3**	**1,541**	**1**	**1,584**	**9**

MSP Post 85 - Iron Mountain (continued)



The picture above represents all 2016 alcohol-involved fatal crashes in Post 85.

In 2016, there were 51 alcohol-involved crashes in Post 85:

2	K - Fatal Crashes
2	A - Suspected Serious Injury Crashes
8	B - Suspected Minor Injury Crashes
4	C - Possible Injury Crashes
35	O - Property Damage Only/No Injury Crashes

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