



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)

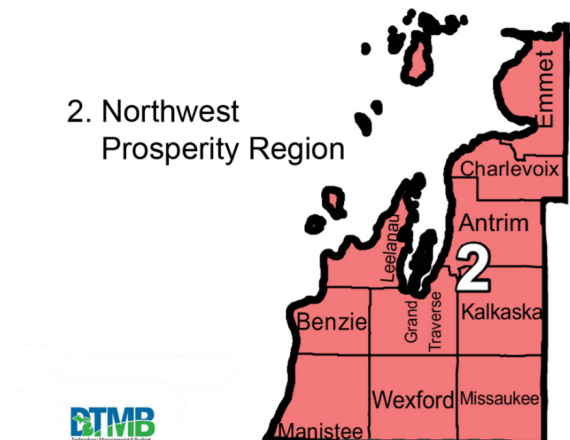


Governor's Prosperity Region - Northwest Prosperity Region

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

Prosperity Region - 2 is comprised of Antrim, Benzie, Charlevoix, Emmet, Grand Traverse, Kalkaska, Leelanau, Manistee, Missaukee, and Wexford counties. Trend tables for this report are based on those counties.

2. Northwest Prosperity Region



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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Northwest Prosperity Region Experience

The 2016* comprehensive cost of traffic crashes was **\$1,725,000,000.** ** Fatalities cost \$590,000,000, injuries cost \$685,000,000, and 'Property Damage Only' crashes cost \$450,000,000.

In 2016:

There were 16,285 drivers involved in 11,173 motor vehicle crashes in Northwest Prosperity Region. Of those crashes, 51 were classified as fatal, resulting in 57 fatalities. An additional 2,243 persons were injured.

Northwest Prosperity Region experienced the highest number of motor vehicle crashes (1,320) in December, the highest number of fatal crashes (10) and the highest number of persons killed (14) in August.

Michigan driver statistics indicate 5.8 percent of licensed drivers in Northwest Prosperity Region were age 16-20, and 11.3 percent of drivers in crashes were also in that age group.

* 2016 National Safety Council data for average costs of motor vehicle crashes were used for this report.

** Cost estimates derived from the National Safety Council are approximations and have been rounded to the nearest \$5,000,000. With rounding, the total cost may not equal the sum of all crash types.

2016 - Crashes and Injuries by Month

| Month | Crashes | | | | Persons | |
|--------------|---------------|-----------|--------------|----------------------------|------------|--------------|
| | Total | Fatal | Injury | Property Damage Only (PDO) | Fatalities | Injuries |
| January | 1,041 | 3 | 107 | 931 | 3 | 147 |
| February | 917 | 2 | 115 | 800 | 2 | 151 |
| March | 705 | 2 | 84 | 619 | 2 | 125 |
| April | 711 | 2 | 115 | 594 | 2 | 157 |
| May | 757 | 3 | 131 | 623 | 3 | 185 |
| June | 856 | 4 | 143 | 709 | 4 | 209 |
| July | 999 | 4 | 211 | 784 | 5 | 290 |
| August | 859 | 10 | 171 | 678 | 14 | 249 |
| September | 863 | 7 | 153 | 703 | 7 | 212 |
| October | 958 | 5 | 137 | 816 | 5 | 169 |
| November | 1,187 | 5 | 112 | 1,070 | 6 | 150 |
| December | 1,320 | 4 | 147 | 1,169 | 4 | 199 |
| Total | 11,173 | 51 | 1,626 | 9,496 | 57 | 2,243 |

2016 - Driver Statistics

| Age Group | Northwest Prosperity Region | | | Driver Rates | |
|--------------|-----------------------------|------------------|--------------------|--------------------|------------------|
| | 2016 Population | Licensed Drivers | Drivers in Crashes | Per 10k Population | Per 10k Licensed |
| 0 - 15 | 53,294 | 1,600 | 38 | 7.1 | 237.5 |
| 16 - 20 | 16,517 | 13,944 | 1,833 | 1,109.8 | 1,314.5 |
| 21 - 24 | 13,253 | 12,862 | 1,316 | 993.0 | 1,023.2 |
| 25 - 64 | 155,538 | 150,787 | 10,138 | 651.8 | 672.3 |
| 65 + | 65,220 | 62,649 | 2,232 | 342.2 | 356.3 |
| Unknown | 0 | 0 | 728 | - - | - - |
| Total | 303,822 | 241,842 | 16,285 | 536.0 | 673.4 |

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 | 12,315 | 75.6 | 52 | 60.5 | 1,947 | 10,316 |
| Motor home | 217 | 1.3 | 0 | 0.0 | 24 | 193 |
| Pickup truck | 2,807 | 17.2 | 13 | 15.1 | 406 | 2,388 |
| Small truck under 10,000 lbs. GVWR | 150 | 0.9 | 0 | 0.0 | 26 | 124 |
| Motorcycle | 134 | 0.8 | 3 | 3.5 | 103 | 28 |
| Moped / goped | 16 | 0.1 | 0 | 0.0 | 16 | 0 |
| Go-cart / golf cart | 1 | 0.0 | 0 | 0.0 | 1 | 0 |
| Snowmobile | 28 | 0.2 | 2 | 2.3 | 16 | 10 |
| Off-Road Vehicle - ORV / All-Terrain Vehicle - ATV | 26 | 0.2 | 2 | 2.3 | 23 | 1 |
| Other | 70 | 0.4 | 0 | 0.0 | 10 | 60 |
| Truck/bus over 10,000 lbs. | 333 | 2.0 | 14 | 16.3 | 50 | 269 |
| Unknown | 188 | 1.2 | 0 | 0.0 | 13 | 175 |
| Total | 16,285 | 100.0 | 86 | 100.0 | 2,635 | 13,564 |

Northwest Prosperity Region (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 | 1,156 | 2 | 1,170 | 5 | 1,453 | 0 | 1,131 | 4 | 1,041 | 3 |
| February | 906 | 3 | 916 | 4 | 1,072 | 2 | 1,080 | 4 | 917 | 2 |
| March | 618 | 2 | 796 | 0 | 989 | 1 | 694 | 2 | 705 | 2 |
| April | 498 | 1 | 754 | 2 | 714 | 2 | 668 | 2 | 711 | 2 |
| May | 674 | 4 | 679 | 0 | 681 | 0 | 695 | 4 | 757 | 3 |
| June | 867 | 5 | 862 | 2 | 840 | 3 | 954 | 2 | 856 | 4 |
| July | 830 | 5 | 853 | 6 | 810 | 4 | 914 | 4 | 999 | 4 |
| August | 799 | 3 | 852 | 5 | 818 | 5 | 863 | 6 | 859 | 10 |
| September | 803 | 2 | 804 | 9 | 772 | 6 | 769 | 4 | 863 | 7 |
| October | 1,118 | 2 | 1,000 | 1 | 1,003 | 1 | 1,000 | 1 | 958 | 5 |
| November | 1,291 | 4 | 1,550 | 7 | 1,539 | 3 | 1,286 | 5 | 1,187 | 5 |
| December | 1,089 | 5 | 1,437 | 3 | 1,125 | 4 | 949 | 3 | 1,320 | 4 |
| Total | 10,649 | 38 | 11,673 | 44 | 11,816 | 31 | 11,003 | 41 | 11,173 | 51 |

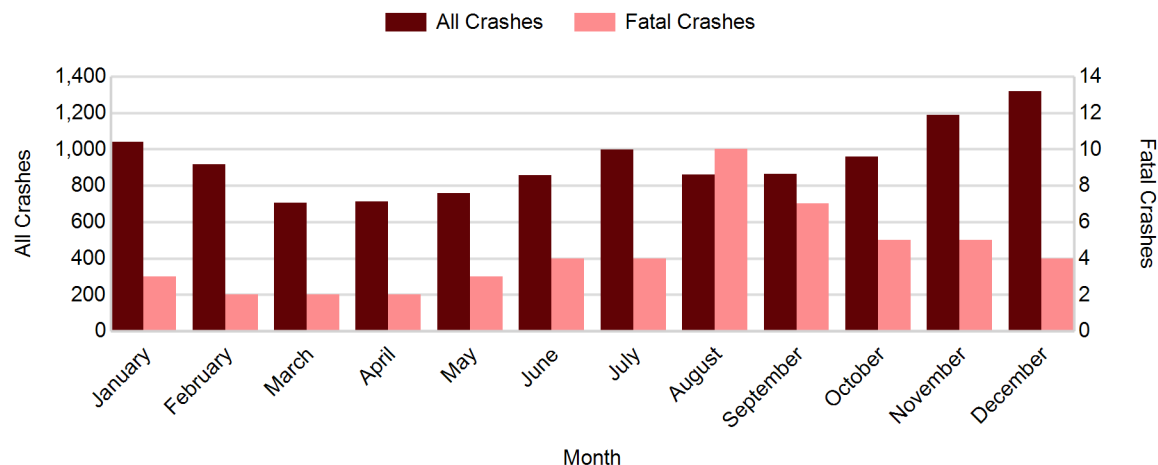
Note: † Indicates that the highest number of total crashes reported in the 5-year period occurred in the same month

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 | 1,511 | 3 | 1,718 | 7 | 1,670 | 4 | 1,523 | 4 | 1,546 | 7 |
| Tuesday | 1,456 | 5 | 1,813 | 5 | 1,801 | 5 | 1,559 | 6 | 1,605 | 10 |
| Wednesday | 1,477 | 6 | 1,748 | 3 | 1,842 | 2 | 1,682 | 12 | 1,719 | 4 |
| Thursday | 1,614 | 2 | 1,829 | 4 | 1,729 | 3 | 1,749 | 6 | 1,718 | 9 |
| Friday | 1,939 † | 10 | 1,834 † | 11 | 2,088 † | 5 | 1,784 † | 6 | 1,917 † | 7 |
| Saturday | 1,416 | 5 | 1,512 | 8 | 1,435 | 8 | 1,463 | 4 | 1,433 | 6 |
| Sunday | 1,236 | 7 | 1,219 | 6 | 1,251 | 4 | 1,243 | 3 | 1,235 | 8 |
| Total | 10,649 | 38 | 11,673 | 44 | 11,816 | 31 | 11,003 | 41 | 11,173 | 51 |

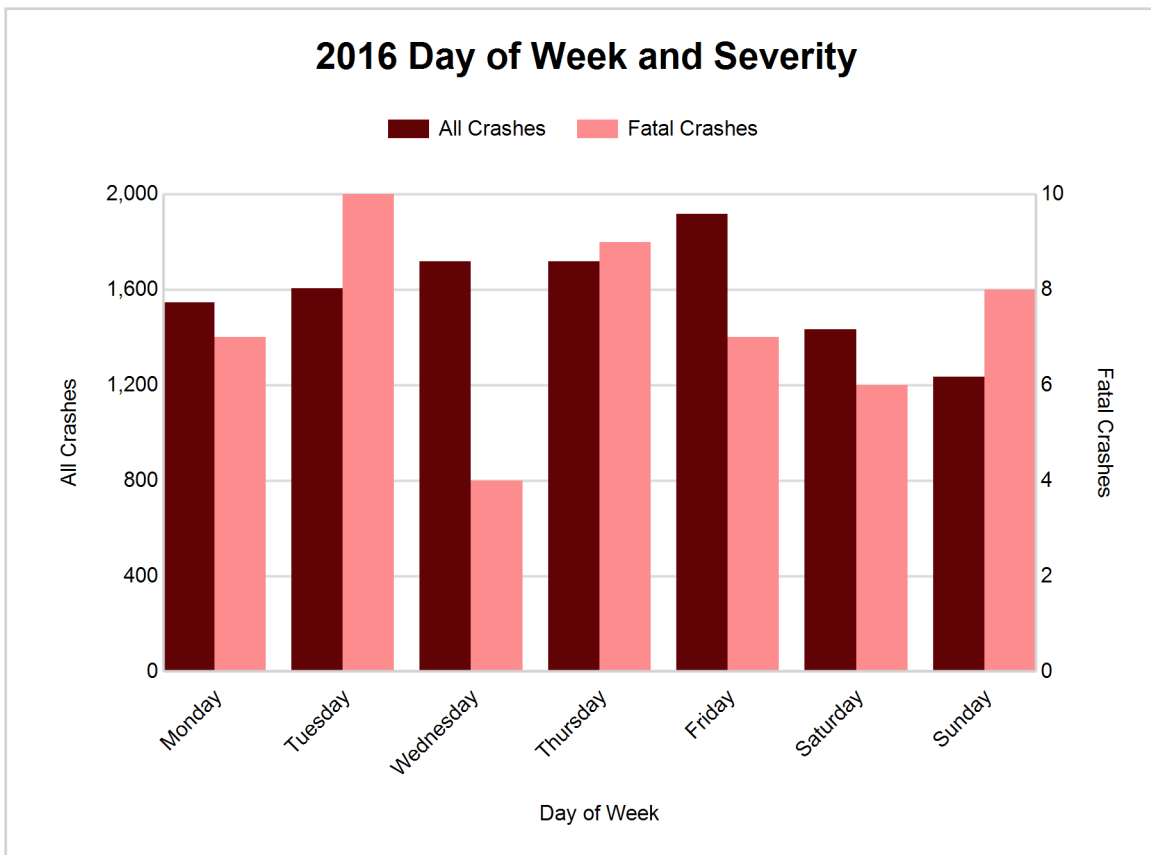
Note: † Indicates that the highest number of total crashes reported in the 5-year period occurred on the same day of the week

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 | 1,546 | 13.8 | 7 | 13.7 | 25 | 64 | 127 | 1,323 |
| Tuesday | 1,605 | 14.4 | 10 | 19.6 | 23 | 60 | 131 | 1,381 |
| Wednesday | 1,719 | 15.4 | 4 | 7.8 | 24 | 68 | 155 | 1,468 |
| Thursday | 1,718 | 15.4 | 9 | 17.6 | 24 | 63 | 142 | 1,480 |
| Friday | 1,917 | 17.2 | 7 | 13.7 | 32 | 99 | 148 | 1,631 |
| Saturday | 1,433 | 12.8 | 6 | 11.8 | 36 | 82 | 101 | 1,208 |
| Sunday | 1,235 | 11.1 | 8 | 15.7 | 30 | 84 | 108 | 1,005 |
| Total | 11,173 | 100.0 | 51 | 100.0 | 194 | 520 | 912 | 9,496 |

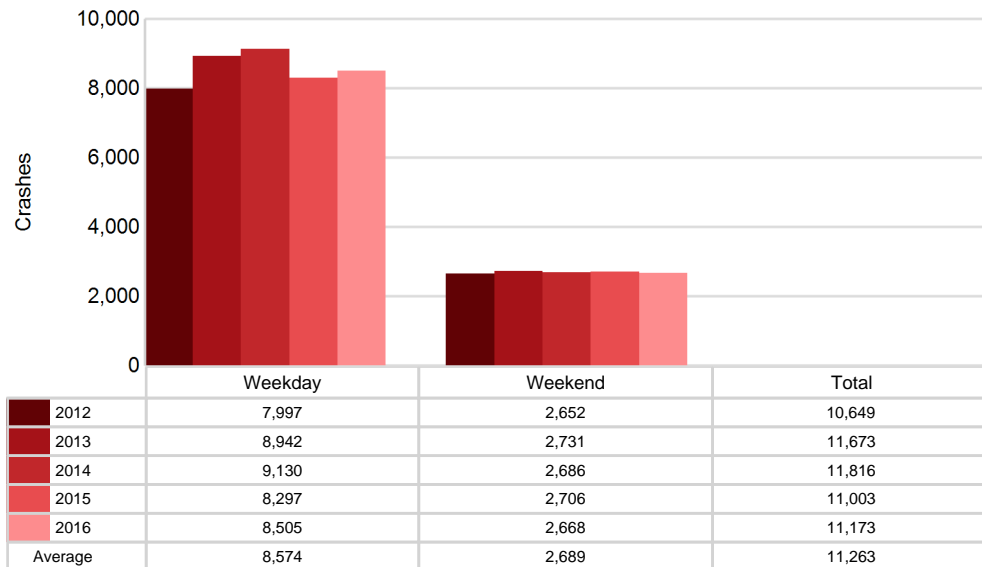


Northwest Prosperity Region (continued)

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 | 7,997 | 26 | 8,942 | 30 | 9,130 | 19 | 8,297 | 34 | 8,505 | 37 |
| Weekend | 2,652 | 12 | 2,731 | 14 | 2,686 | 12 | 2,706 | 7 | 2,668 | 14 |
| Total | 10,649 | 38 | 11,673 | 44 | 11,816 | 31 | 11,003 | 41 | 11,173 | 51 |

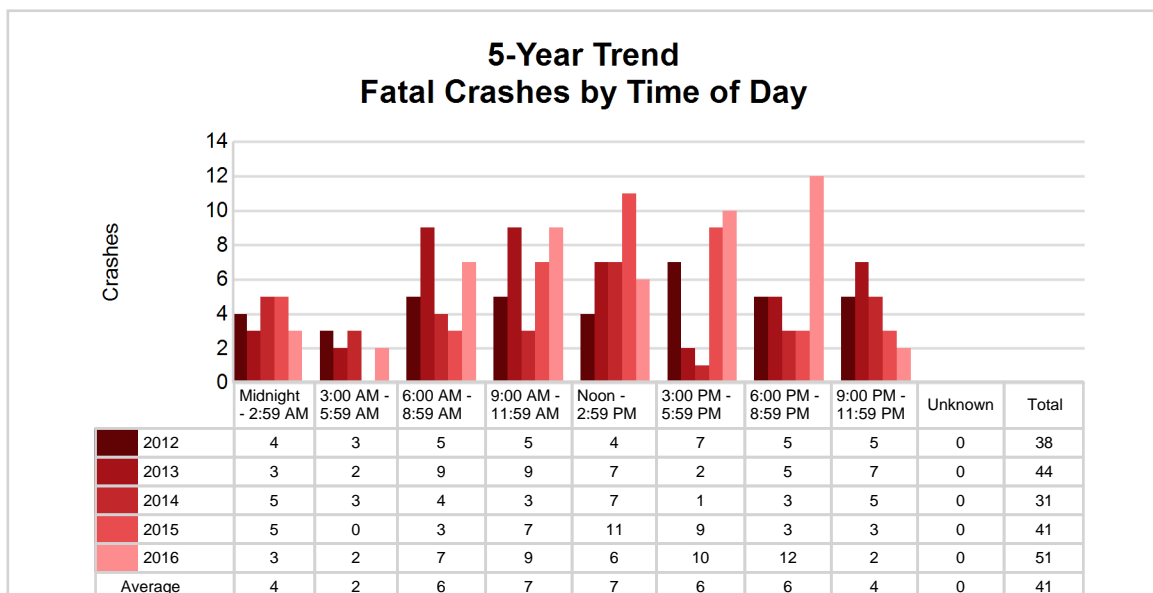
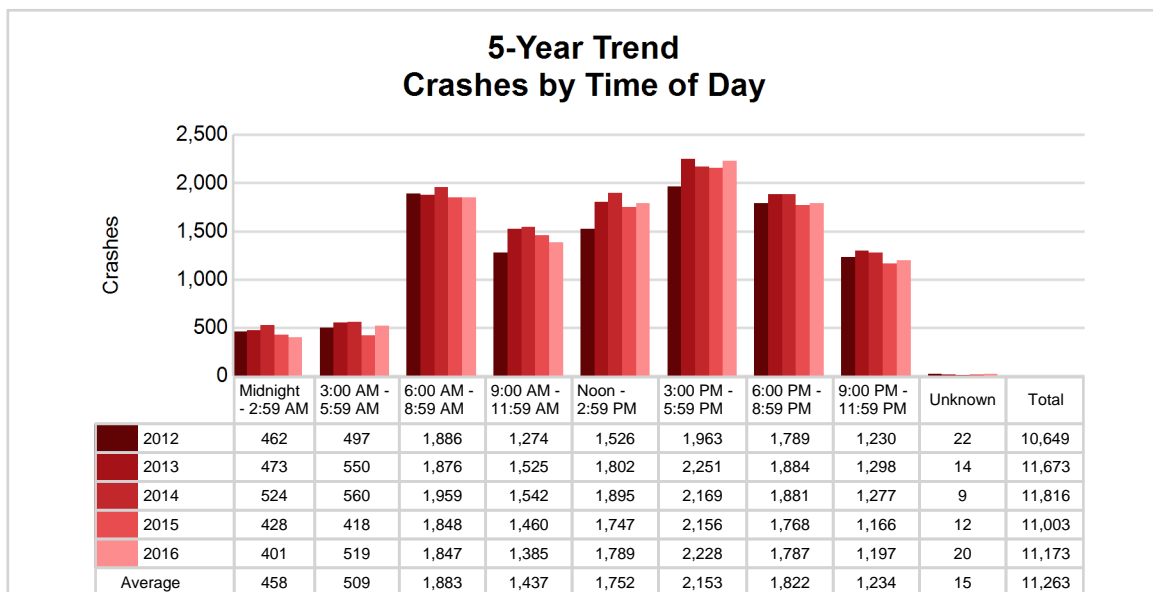
5-Year Crash Trends by Weekday (Monday - Friday) and Weekend (Saturday & Sunday)



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 | 462 | 4 | 473 | 3 | 524 | 5 | 428 | 5 | 401 | 3 |
| 3:00 AM - 5:59 AM | 497 | 3 | 550 | 2 | 560 | 3 | 418 | 0 | 519 | 2 |
| 6:00 AM - 8:59 AM | 1,886 | 5 | 1,876 | 9 | 1,959 | 4 | 1,848 | 3 | 1,847 | 7 |
| 9:00 AM - 11:59 AM | 1,274 | 5 | 1,525 | 9 | 1,542 | 3 | 1,460 | 7 | 1,385 | 9 |
| Noon - 2:59 PM | 1,526 | 4 | 1,802 | 7 | 1,895 | 7 | 1,747 | 11 | 1,789 | 6 |
| 3:00 PM - 5:59 PM | 1,963 † | 7 | 2,251 † | 2 | 2,169 † | 1 | 2,156 † | 9 | 2,228 † | 10 |
| 6:00 PM - 8:59 PM | 1,789 | 5 | 1,884 | 5 | 1,881 | 3 | 1,768 | 3 | 1,787 | 12 |
| 9:00 PM - 11:59 PM | 1,230 | 5 | 1,298 | 7 | 1,277 | 5 | 1,166 | 3 | 1,197 | 2 |
| Unknown | 22 | 0 | 14 | 0 | 9 | 0 | 12 | 0 | 20 | 0 |
| Total | 10,649 | 38 | 11,673 | 44 | 11,816 | 31 | 11,003 | 41 | 11,173 | 51 |

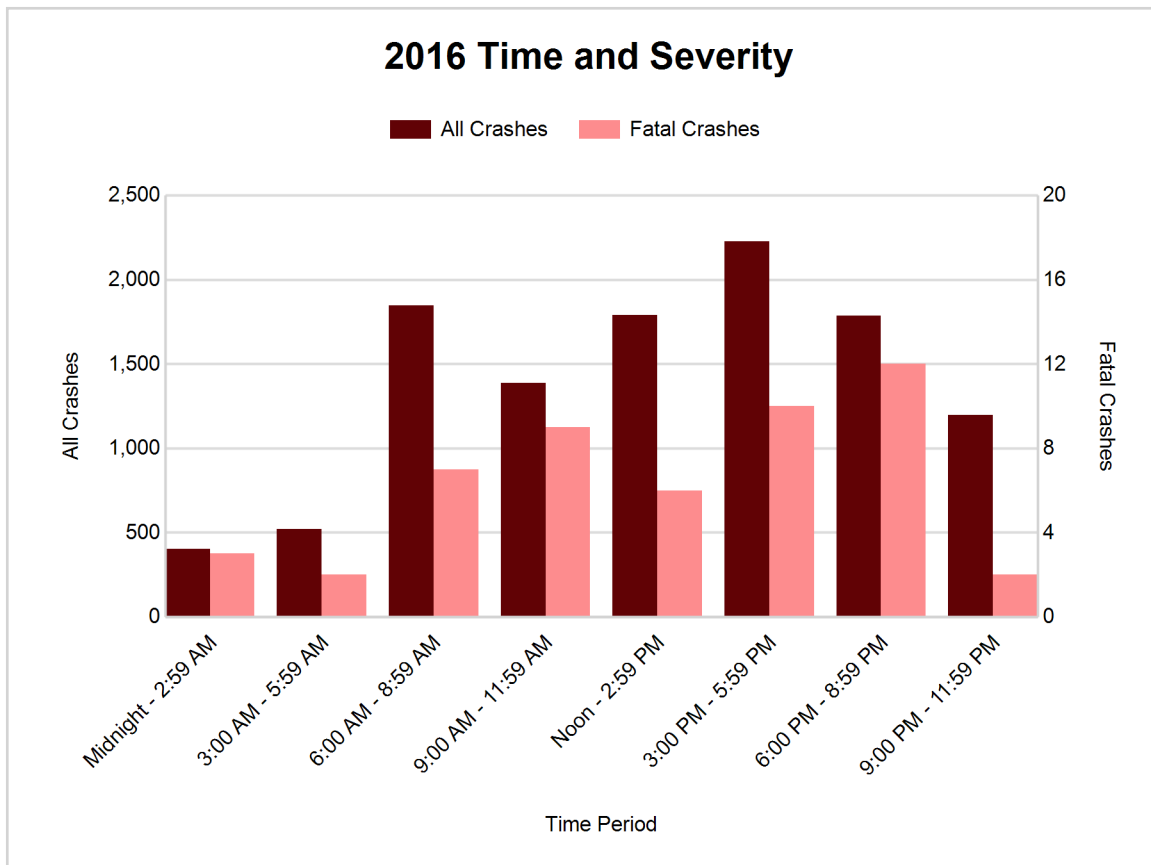
Note: † Indicates that the highest number of total crashes reported in the 5-year period occurred in the same time period



Northwest Prosperity Region (continued)

2016 - Time and Severity

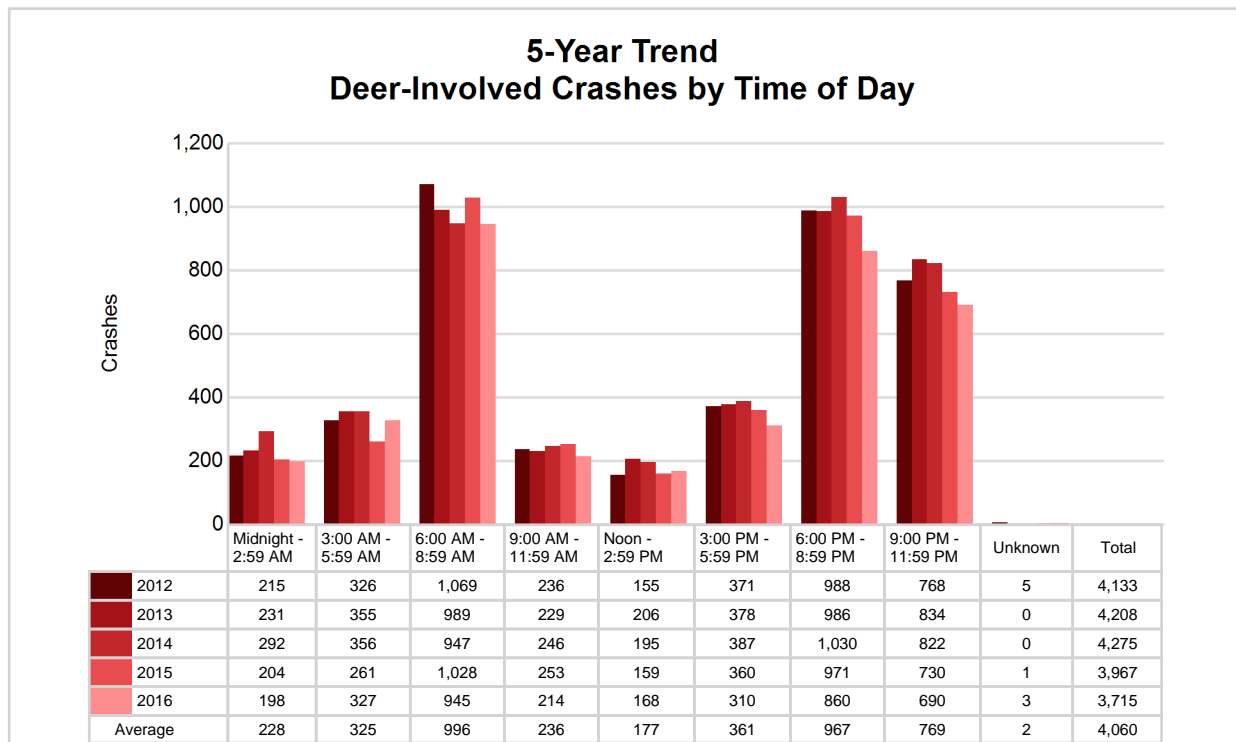
| Time of Day | All Crashes | | Fatal Crashes | | Injury Crashes | | | PDO Crashes |
|--------------------|---------------|--------------|---------------|--------------|----------------|------------|------------|--------------|
| | Number | % of Total | Number | % of Fatal | A | B | C | Number |
| Midnight - 2:59 AM | 401 | 3.6 | 3 | 5.9 | 8 | 25 | 19 | 346 |
| 3:00 AM - 5:59 AM | 519 | 4.6 | 2 | 3.9 | 8 | 17 | 30 | 462 |
| 6:00 AM - 8:59 AM | 1,847 | 16.5 | 7 | 13.7 | 24 | 55 | 103 | 1,658 |
| 9:00 AM - 11:59 AM | 1,385 | 12.4 | 9 | 17.6 | 31 | 71 | 121 | 1,153 |
| Noon - 2:59 PM | 1,789 | 16.0 | 6 | 11.8 | 42 | 96 | 204 | 1,441 |
| 3:00 PM - 5:59 PM | 2,228 | 19.9 | 10 | 19.6 | 34 | 115 | 236 | 1,833 |
| 6:00 PM - 8:59 PM | 1,787 | 16.0 | 12 | 23.5 | 32 | 83 | 126 | 1,534 |
| 9:00 PM - 11:59 PM | 1,197 | 10.7 | 2 | 3.9 | 15 | 57 | 72 | 1,051 |
| Unknown | 20 | 0.2 | 0 | 0.0 | 0 | 1 | 1 | 18 |
| Total | 11,173 | 100.0 | 51 | 100.0 | 194 | 520 | 912 | 9,496 |



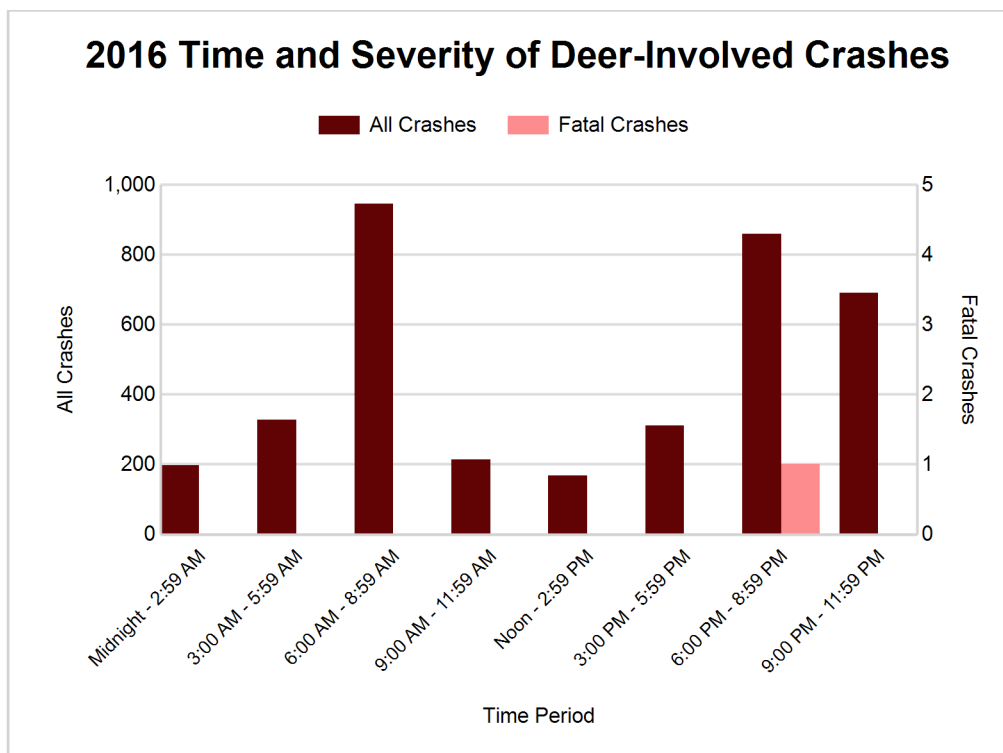
5-Year Trend - Deer-Involved Crashes by Time of Day

| 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 | 215 | 0 | 231 | 0 | 292 | 0 | 204 | 0 | 198 | 0 |
| 3:00 AM - 5:59 AM | 326 | 0 | 355 | 0 | 356 | 0 | 261 | 0 | 327 | 0 |
| 6:00 AM - 8:59 AM | 1,069 | 0 | 989 | 0 | 947 | 0 | 1,028 | 0 | 945 | 0 |
| 9:00 AM - 11:59 AM | 236 | 0 | 229 | 0 | 246 | 0 | 253 | 0 | 214 | 0 |
| Noon - 2:59 PM | 155 | 0 | 206 | 0 | 195 | 0 | 159 | 0 | 168 | 0 |
| 3:00 PM - 5:59 PM | 371 | 0 | 378 | 0 | 387 | 0 | 360 | 0 | 310 | 0 |
| 6:00 PM - 8:59 PM | 988 | 0 | 986 | 0 | 1,030 | 0 | 971 | 0 | 860 | 1 |
| 9:00 PM - 11:59 PM | 768 | 0 | 834 | 0 | 822 | 0 | 730 | 0 | 690 | 0 |
| Unknown | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 |
| Total | 4,133 | 0 | 4,208 | 0 | 4,275 | 0 | 3,967 | 0 | 3,715 | 1 |

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



Northwest Prosperity Region (continued)



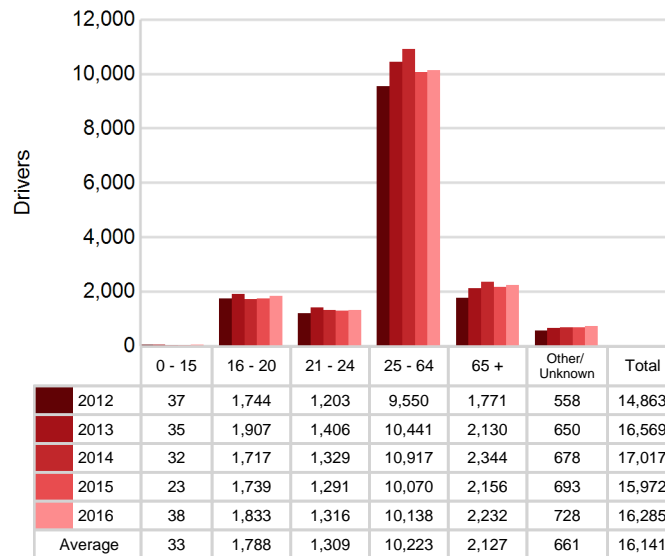
2016 - Reported Motor Vehicle Crashes by County

| County | Crashes | | | | | | | | | | | Persons | |
|----------------|---------------|-----------|--------------|-----------------|-------------|--------------|--------------|--------------|------------------|---------------|---------------|------------|--------------|
| | Total | Fatal | Injury | Property Damage | Inter-state | US Route | State Route | Local Street | Alcohol-Involved | Drug-Involved | Deer-Involved | Fatalities | Injuries |
| Antrim | 792 | 5 | 135 | 652 | 0 | 184 | 155 | 442 | 34 | 10 | 292 | 5 | 184 |
| Benzie | 571 | 1 | 60 | 510 | 0 | 144 | 99 | 327 | 19 | 6 | 288 | 2 | 77 |
| Charlevoix | 1,034 | 1 | 134 | 899 | 0 | 271 | 199 | 561 | 25 | 2 | 474 | 1 | 183 |
| Emmet | 1,479 | 5 | 239 | 1,235 | 3 | 504 | 136 | 835 | 46 | 9 | 474 | 5 | 324 |
| Grand Traverse | 3,518 | 13 | 529 | 2,976 | 0 | 1,029 | 430 | 2,059 | 127 | 31 | 628 | 15 | 724 |
| Kalkaska | 403 | 4 | 90 | 309 | 0 | 103 | 95 | 198 | 29 | 10 | 74 | 4 | 134 |
| Leelanau | 665 | 4 | 103 | 558 | 0 | 0 | 320 | 344 | 50 | 5 | 287 | 7 | 140 |
| Manistee | 962 | 3 | 103 | 856 | 0 | 255 | 170 | 534 | 30 | 5 | 521 | 3 | 150 |
| Missaukee | 592 | 5 | 55 | 532 | 0 | 0 | 201 | 390 | 15 | 6 | 363 | 5 | 85 |
| Wexford | 1,157 | 10 | 178 | 969 | 0 | 352 | 330 | 472 | 52 | 13 | 314 | 10 | 242 |
| Total | 11,173 | 51 | 1,626 | 9,496 | 3 | 2,842 | 2,135 | 6,162 | 427 | 97 | 3,715 | 57 | 2,243 |

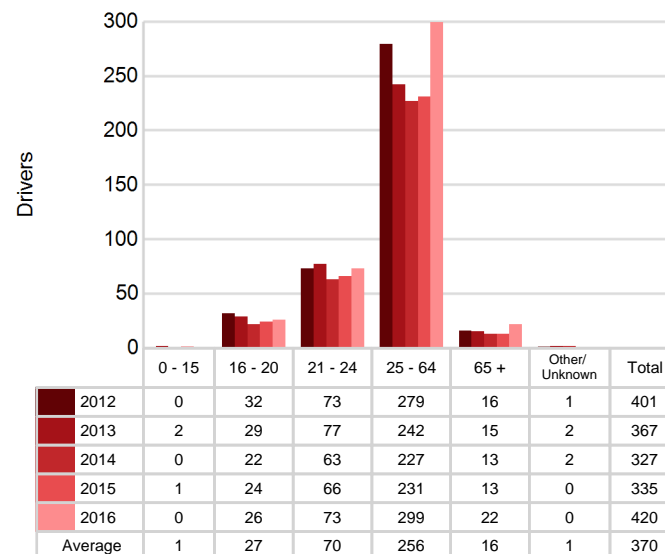
5-Year Trend - Drivers in Crashes Coded Drinking by Driver Age

| 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 | 37 | 0 | 35 | 2 | 32 | 0 | 23 | 1 | 38 | 0 |
| 16 - 20 | 1,744 | 32 | 1,907 | 29 | 1,717 | 22 | 1,739 | 24 | 1,833 | 26 |
| 21 - 24 | 1,203 | 73 | 1,406 | 77 | 1,329 | 63 | 1,291 | 66 | 1,316 | 73 |
| 25 - 64 | 9,550 | 279 | 10,441 | 242 | 10,917 | 227 | 10,070 | 231 | 10,138 | 299 |
| 65 + | 1,771 | 16 | 2,130 | 15 | 2,344 | 13 | 2,156 | 13 | 2,232 | 22 |
| Unknown | 558 | 1 | 650 | 2 | 678 | 2 | 693 | 0 | 728 | 0 |
| Total | 14,863 | 401 | 16,569 | 367 | 17,017 | 327 | 15,972 | 335 | 16,285 | 420 |

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



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



Northwest Prosperity Region (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 | 34 | 47 | 22 | 26 | 2 | 7 | 8 | 3 | 6 |
| 21 - 24 | 84 | 79 | 64 | 73 | 2 | 4 | 22 | 18 | 27 |
| 25 - 64 | 376 | 373 | 250 | 299 | 4 | 43 | 83 | 65 | 104 |
| 65 + | 34 | 43 | 21 | 22 | 0 | 7 | 8 | 3 | 4 |
| Unknown | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 553 | 543 | 357 | 420 | 8 | 61 | 121 | 89 | 141 |

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 553 drivers in alcohol-involved crashes; 420 (75.9%) of those drivers were coded as had-been-drinking by the officer on the crash form.

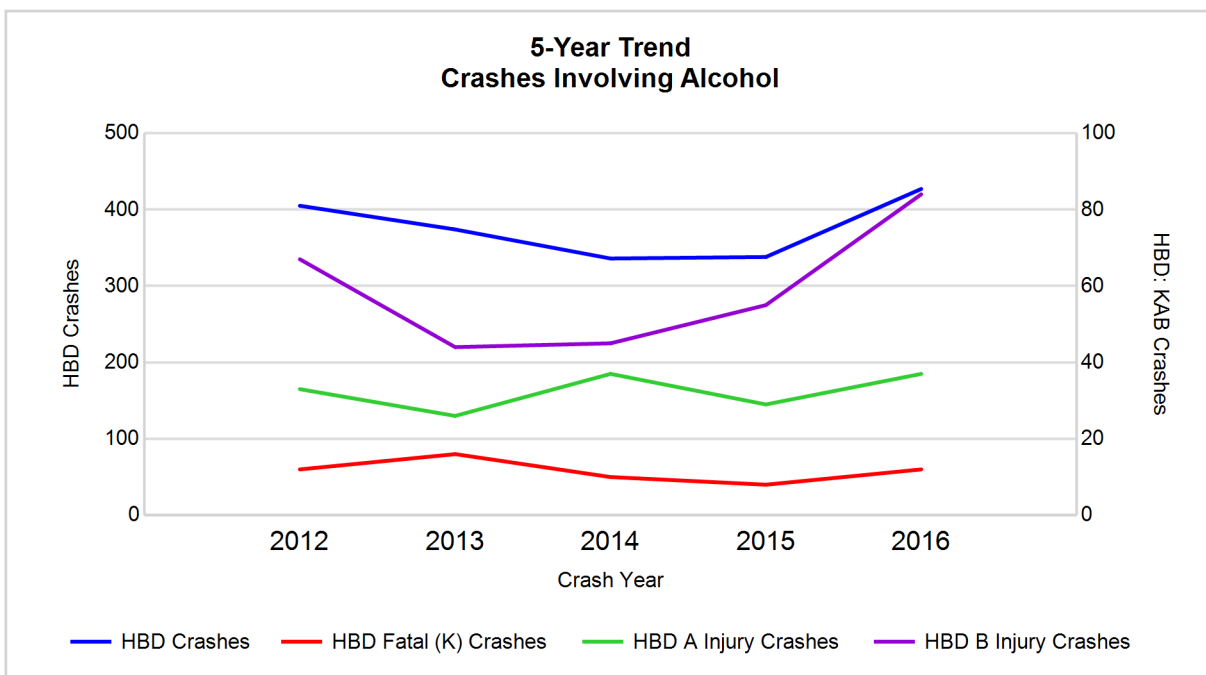
- 210 (50.0%) of the 420 drivers had a blood alcohol concentration (BAC) of 0.08 g/dL (grams per deciliter) or greater, and 89 (42.4%) of the 210 drivers had a BAC at or above 0.17 g/dL.
- 357 (85.0%) of the 420 drivers were coded as had-been-drinking and were tested for alcohol consumption.

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 | 10,649 | 405 | 3.8 | 38 | 12 | 31.6 | 190 | 33 | 17.4 | 459 | 67 | 14.6 |
| 2013 | 11,673 | 374 | 3.2 | 44 | 16 | 36.4 | 171 | 26 | 15.2 | 448 | 44 | 9.8 |
| 2014 | 11,816 | 336 | 2.8 | 31 | 10 | 32.3 | 175 | 37 | 21.1 | 385 | 45 | 11.7 |
| 2015 | 11,003 | 338 | 3.1 | 41 | 8 | 19.5 | 144 | 29 | 20.1 | 425 | 55 | 12.9 |
| 2016 | 11,173 | 427** | 3.8 | 51** | 12 | 23.5 | 194** | 37 | 19.1 | 520** | 84** | 16.2** |

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

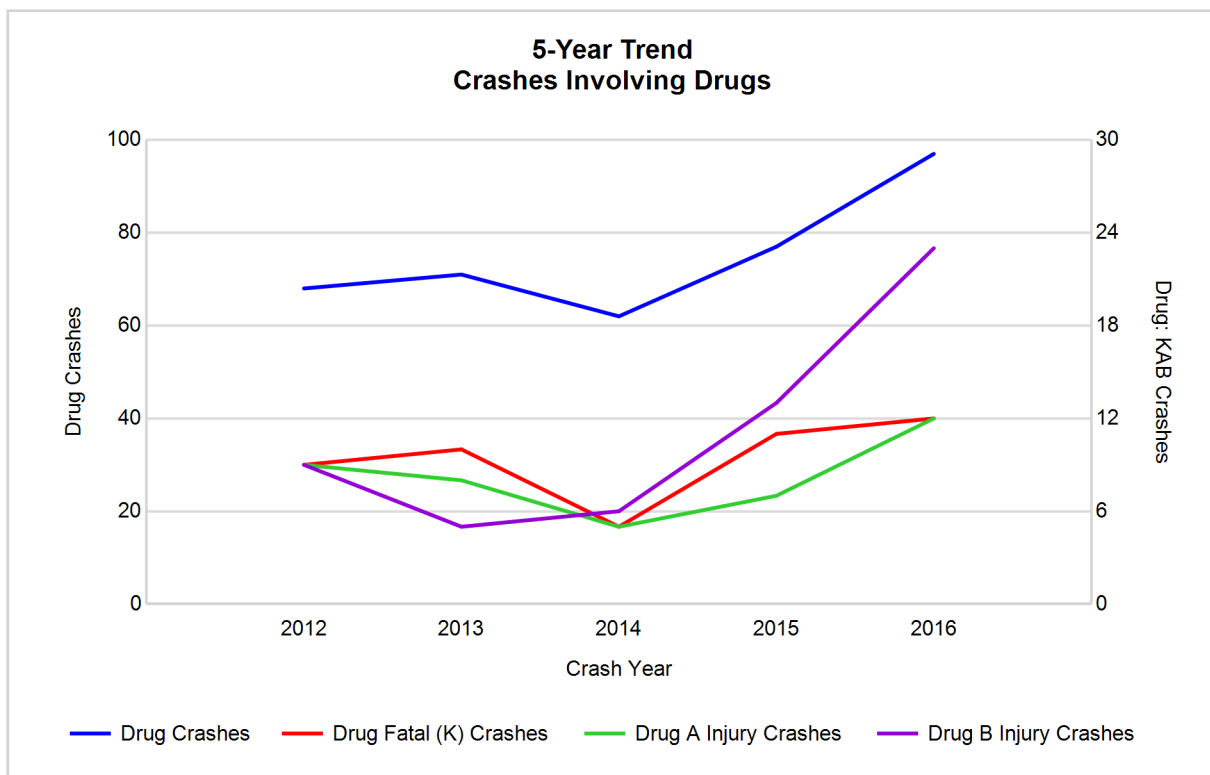


Note: Had-Been-Drinking (HBD)

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 | 10,649 | 68 | 0.6 | 38 | 9 | 23.7 | 190 | 9 | 4.7 | 459 | 9 | 2.0 |
| 2013 | 11,673 | 71 | 0.6 | 44 | 10 | 22.7 | 171 | 8 | 4.7 | 448 | 5 | 1.1 |
| 2014 | 11,816 | 62 | 0.5 | 31 | 5 | 16.1 | 175 | 5 | 2.9 | 385 | 6 | 1.6 |
| 2015 | 11,003 | 77 | 0.7 | 41 | 11 | 26.8 | 144 | 7 | 4.9 | 425 | 13 | 3.1 |
| 2016 | 11,173 | 97** | 0.9** | 51** | 12** | 23.5 | 194** | 12** | 6.2** | 520** | 23** | 4.4** |

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



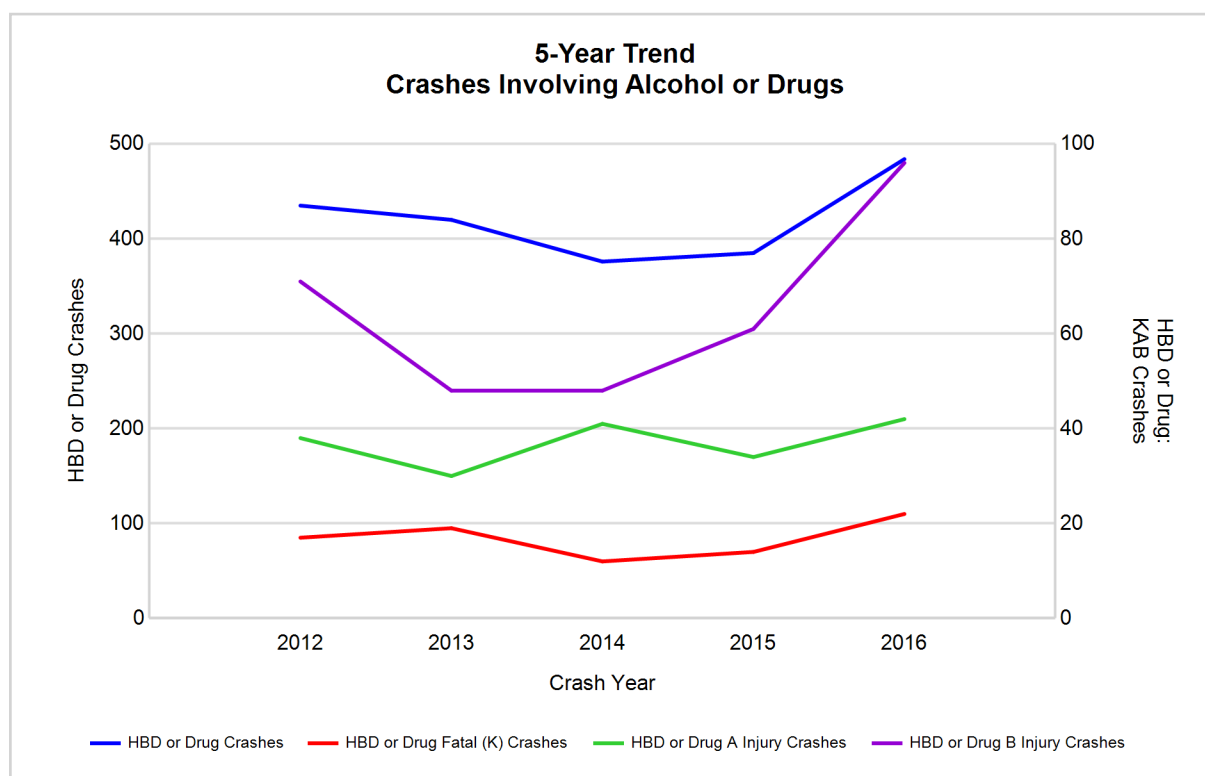
Northwest Prosperity Region (continued)

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 | 10,649 | 435 | 4.1 | 38 | 17 | 44.7 | 190 | 38 | 20.0 | 459 | 71 | 15.5 |
| 2013 | 11,673 | 420 | 3.6 | 44 | 19 | 43.2 | 171 | 30 | 17.5 | 448 | 48 | 10.7 |
| 2014 | 11,816 | 376 | 3.2 | 31 | 12 | 38.7 | 175 | 41 | 23.4 | 385 | 48 | 12.5 |
| 2015 | 11,003 | 385 | 3.5 | 41 | 14 | 34.1 | 144 | 34 | 23.6 | 425 | 61 | 14.4 |
| 2016 | 11,173 | 484** | 4.3** | 51** | 22** | 43.1 | 194** | 42** | 21.6 | 520** | 96** | 18.5** |

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

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



Note: Had-Been-Drinking (HBD)

Northwest Prosperity Region (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 | 12,794 | 12,040 | 94.1 | 36 | 22 | 61.1 | 169 | 127 | 75.1 | 455 | 407 | 89.5 | 1,018 | 965 | 94.8 | 10,708 | 10,486 | 97.9 |
| Motor home | 223 | 209 | 93.7 | 0 | 0 | 0.0 | 3 | 3 | 100.0 | 3 | 3 | 100.0 | 13 | 13 | 100.0 | 193 | 190 | 98.4 |
| Pickup truck | 2,885 | 2,685 | 93.1 | 5 | 4 | 80.0 | 21 | 8 | 38.1 | 93 | 76 | 81.7 | 161 | 155 | 96.3 | 2,493 | 2,439 | 97.8 |
| Small truck under 10,000 lbs. GVWR | 154 | 141 | 91.6 | 0 | 0 | 0.0 | 2 | 2 | 100.0 | 8 | 7 | 87.5 | 10 | 10 | 100.0 | 122 | 120 | 98.4 |
| Motorcycle | 153 | 108 | 70.6 | 4 | 1 | 25.0 | 22 | 15 | 68.2 | 56 | 41 | 73.2 | 38 | 30 | 78.9 | 30 | 21 | 70.0 |
| Moped / goped | 16 | 7 | 43.8 | 0 | 0 | 0.0 | 3 | 0 | 0.0 | 7 | 4 | 57.1 | 6 | 3 | 50.0 | 0 | 0 | 0.0 |
| Go-cart / golf cart | 2 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 1 | 0 | 0.0 | 1 | 0 | 0.0 | 0 | 0 | 0.0 |
| Snowmobile | 29 | 25 | 86.2 | 2 | 1 | 50.0 | 5 | 4 | 80.0 | 9 | 8 | 88.9 | 3 | 3 | 100.0 | 9 | 9 | 100.0 |
| Off-Road Vehicle - ORV / All-Terrain Vehicle - ATV | 35 | 23 | 65.7 | 2 | 0 | 0.0 | 11 | 6 | 54.5 | 8 | 7 | 87.5 | 10 | 8 | 80.0 | 4 | 2 | 50.0 |
| Other | 70 | 46 | 65.7 | 0 | 0 | 0.0 | 1 | 1 | 100.0 | 1 | 1 | 100.0 | 2 | 1 | 50.0 | 55 | 43 | 78.2 |
| Truck/bus over 10,000 lbs. | 339 | 311 | 91.7 | 0 | 0 | 0.0 | 1 | 1 | 100.0 | 6 | 3 | 50.0 | 14 | 9 | 64.3 | 306 | 298 | 97.4 |
| Unknown | 188 | 4 | 2.1 | 0 | 0 | 0.0 | 1 | 0 | 0.0 | 0 | 0 | 0.0 | 1 | 1 | 100.0 | 6 | 2 | 33.3 |
| Total | 16,888 | 15,599 | 92.4 | 49 | 28 | 57.1 | 239 | 167 | 69.9 | 647 | 557 | 86.1 | 1,277 | 1,198 | 93.8 | 13,926 | 13,610 | 97.7 |

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 | 182 | 154 | 84.6 | 1 | 0 | 0.0 | 15 | 11 | 73.3 | 42 | 34 | 81.0 | 100 | 86 | 86.0 | 24 | 23 | 95.8 |
| 16 - 20 | 1,919 | 1,850 | 96.4 | 5 | 3 | 60.0 | 37 | 22 | 59.5 | 95 | 83 | 87.4 | 149 | 140 | 94.0 | 1,622 | 1,592 | 98.2 |
| 21 - 24 | 1,361 | 1,304 | 95.8 | 3 | 1 | 33.3 | 27 | 22 | 81.5 | 62 | 52 | 83.9 | 90 | 81 | 90.0 | 1,175 | 1,146 | 97.5 |
| 25 - 64 | 10,392 | 10,038 | 96.6 | 24 | 12 | 50.0 | 127 | 84 | 66.1 | 365 | 314 | 86.0 | 756 | 716 | 94.7 | 9,080 | 8,889 | 97.9 |
| 65 + | 2,304 | 2,248 | 97.6 | 16 | 12 | 75.0 | 32 | 28 | 87.5 | 82 | 74 | 90.2 | 182 | 175 | 96.2 | 1,986 | 1,955 | 98.4 |
| Unknown | 730 | 5 | 0.7 | 0 | 0 | 0.0 | 1 | 0 | 0.0 | 1 | 0 | 0.0 | 0 | 0 | 0.0 | 39 | 5 | 12.8 |
| Total | 16,888 | 15,599 | 92.4 | 49 | 28 | 57.1 | 239 | 167 | 69.9 | 647 | 557 | 86.1 | 1,277 | 1,198 | 93.8 | 13,926 | 13,610 | 97.7 |

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 | 113 | 0 | 15 | 71 | 1 | 12 | 145 | 0 | 14 | 83 | 1 | 16 | 58 | 0 | 12 |
| Shoulder belt only used | 7 | 0 | 1 | 8 | 0 | 2 | 25 | 0 | 2 | 36 | 0 | 9 | 41 | 0 | 3 |
| Lap belt only used | 64 | 0 | 5 | 43 | 0 | 8 | 68 | 0 | 4 | 57 | 0 | 2 | 54 | 0 | 8 |
| Both lap & shoulder belts used | 13,606 | 16 | 1,181 | 15,284 | 18 | 1,297 | 15,594 | 8 | 1,175 | 14,609 | 11 | 1,191 | 14,851 | 20 | 1,303 |
| No belts used | 110 | 8 | 51 | 83 | 9 | 33 | 126 | 3 | 40 | 112 | 10 | 51 | 121 | 9 | 58 |
| Child restraint used | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 |
| Child restraint not used, unavailable or improper use | 4 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Restraint failure | 9 | 0 | 1 | 13 | 0 | 1 | 6 | 1 | 1 | 4 | 0 | 0 | 6 | 0 | 2 |
| Restraint use unknown | 254 | 3 | 33 | 280 | 1 | 35 | 293 | 1 | 39 | 248 | 2 | 24 | 599 | 2 | 38 |
| Helmet worn | 163 | 5 | 109 | 155 | 2 | 116 | 136 | 2 | 107 | 124 | 6 | 87 | 137 | 2 | 104 |
| Helmet not worn | 34 | 2 | 28 | 32 | 0 | 30 | 34 | 0 | 27 | 52 | 0 | 40 | 44 | 5 | 31 |
| Helmet use unknown | 8 | 0 | 2 | 5 | 1 | 2 | 5 | 0 | 2 | 11 | 1 | 5 | 11 | 0 | 8 |
| Uncoded & errors | 488 | 0 | 1 | 591 | 0 | 2 | 584 | 0 | 0 | 636 | 0 | 2 | 360 | 0 | 3 |
| Total | 14,863 | 34 | 1,427 | 16,569 | 32 | 1,538 | 17,017 | 15 | 1,411 | 15,972 | 31 | 1,427 | 16,285 | 38 | 1,571 |

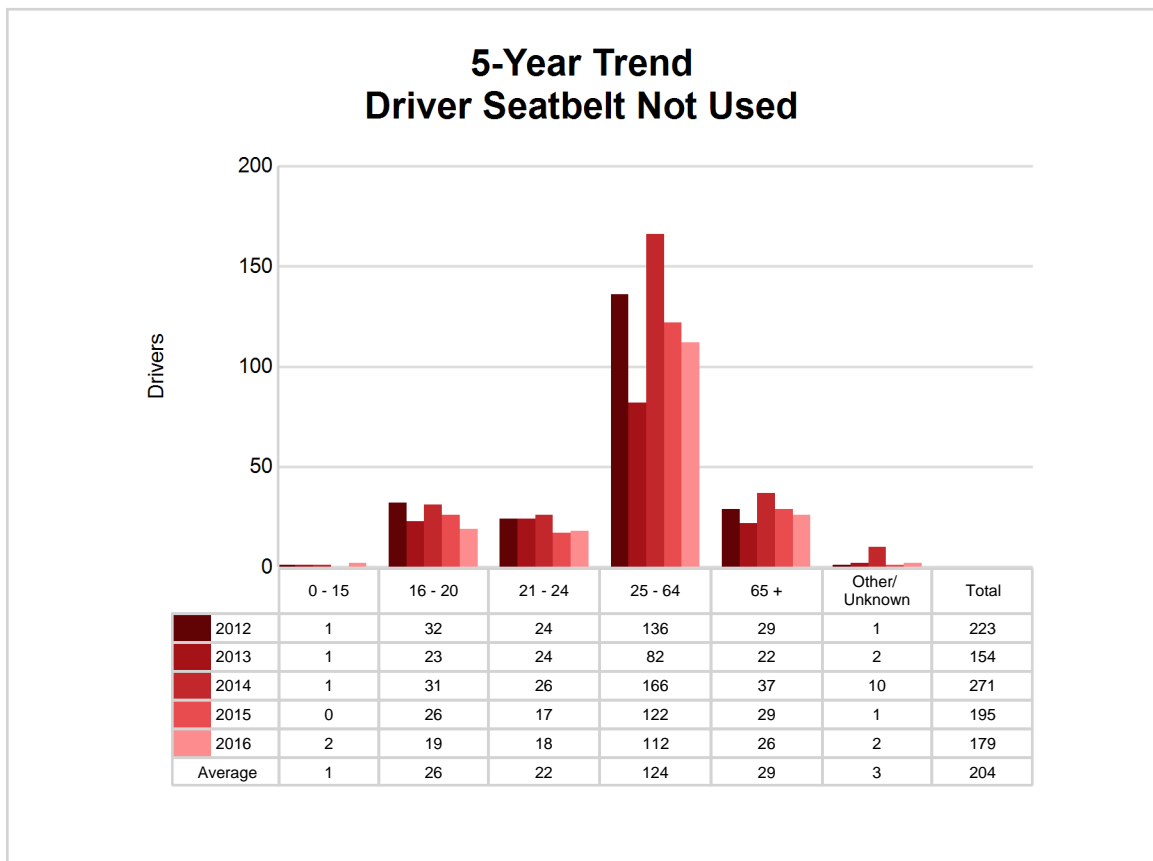
5-Year Trend - Restraint Use Among Drivers Coded Drinking

| 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 | 3 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 1 | 3 | 0 | 3 | 3 | 0 | 1 |
| Shoulder belt only used | 2 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Lap belt only used | 1 | 0 | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Both lap & shoulder belts used | 298 | 3 | 80 | 255 | 4 | 60 | 228 | 1 | 62 | 248 | 2 | 69 | 313 | 3 | 93 |
| No belts used | 26 | 6 | 13 | 21 | 6 | 9 | 20 | 2 | 17 | 24 | 3 | 16 | 27 | 4 | 18 |
| Child restraint used | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 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 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Restraint use unknown | 55 | 1 | 19 | 67 | 1 | 19 | 48 | 1 | 15 | 39 | 0 | 12 | 55 | 0 | 20 |
| Helmet worn | 8 | 2 | 6 | 13 | 1 | 10 | 11 | 1 | 8 | 9 | 2 | 7 | 10 | 1 | 7 |
| Helmet not worn | 7 | 0 | 6 | 4 | 0 | 4 | 7 | 0 | 7 | 8 | 0 | 8 | 4 | 1 | 3 |
| Helmet use unknown | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 |
| Uncoded & errors | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 2 |
| Total | 401 | 12 | 125 | 367 | 12 | 106 | 327 | 5 | 111 | 335 | 7 | 117 | 420 | 9 | 148 |

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 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 16 - 20 | 32 | 1 | 12 | 23 | 0 | 14 | 31 | 1 | 8 | 26 | 1 | 13 | 19 | 1 | 7 |
| 21 - 24 | 24 | 2 | 9 | 24 | 1 | 5 | 26 | 0 | 11 | 17 | 1 | 3 | 18 | 1 | 9 |
| 25 - 64 | 136 | 2 | 37 | 82 | 6 | 22 | 166 | 2 | 32 | 122 | 6 | 43 | 112 | 5 | 43 |
| 65 + | 29 | 3 | 8 | 22 | 3 | 3 | 37 | 0 | 3 | 29 | 3 | 8 | 26 | 2 | 9 |
| Unknown | 1 | 0 | 0 | 2 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 |
| Total | 223 | 8 | 66 | 154 | 10 | 45 | 271 | 3 | 54 | 195 | 11 | 67 | 179 | 9 | 70 |

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



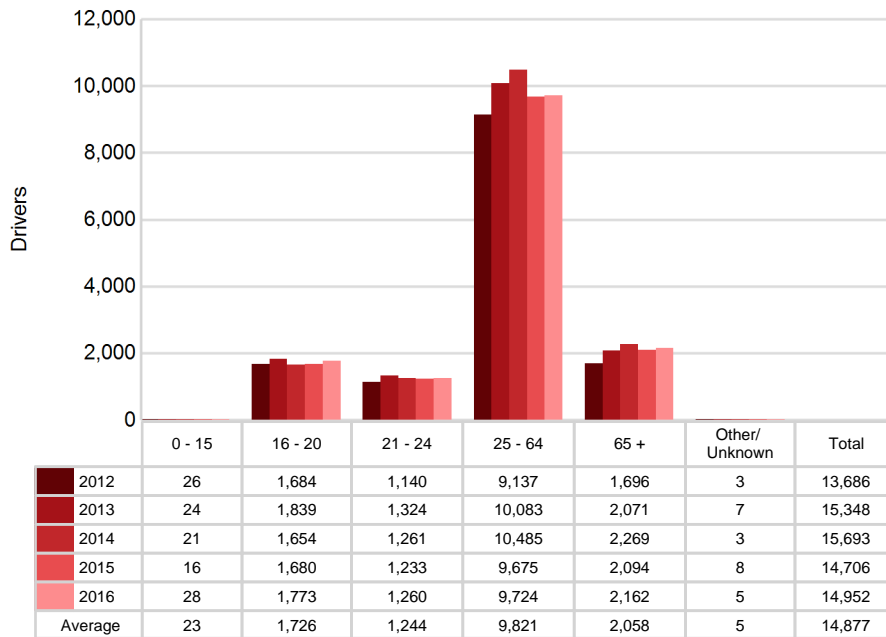
Northwest Prosperity Region (continued)

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 | 26 | 0 | 1 | 24 | 1 | 1 | 21 | 0 | 3 | 16 | 0 | 3 | 28 | 0 | 5 |
| 16 - 20 | 1,684 | 1 | 181 | 1,839 | 3 | 169 | 1,654 | 1 | 136 | 1,680 | 3 | 168 | 1,773 | 2 | 170 |
| 21 - 24 | 1,140 | 3 | 92 | 1,324 | 0 | 121 | 1,261 | 3 | 113 | 1,233 | 0 | 114 | 1,260 | 1 | 115 |
| 25 - 64 | 9,137 | 8 | 739 | 10,083 | 7 | 804 | 10,485 | 5 | 726 | 9,675 | 4 | 713 | 9,724 | 6 | 831 |
| 65 + | 1,696 | 4 | 175 | 2,071 | 7 | 212 | 2,269 | 0 | 204 | 2,094 | 4 | 204 | 2,162 | 11 | 195 |
| Unknown | 3 | 0 | 0 | 7 | 0 | 1 | 3 | 0 | 0 | 8 | 0 | 0 | 5 | 0 | 0 |
| Total | 13,686 | 16 | 1,188 | 15,348 | 18 | 1,308 | 15,693 | 9 | 1,182 | 14,706 | 11 | 1,202 | 14,952 | 20 | 1,316 |

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

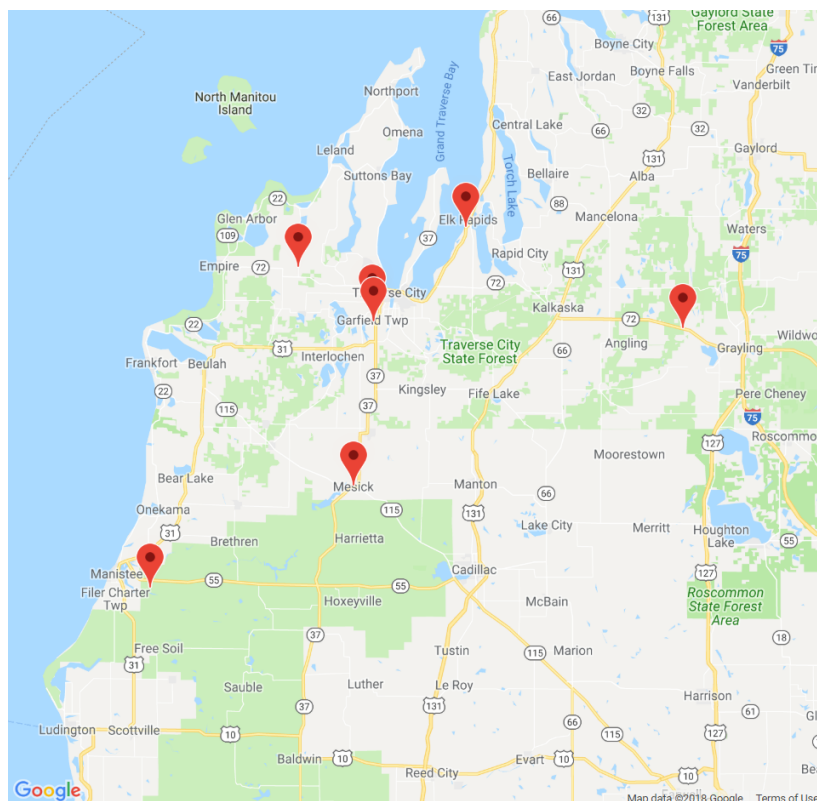
5-Year Trend Driver Seatbelt Used



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 | 8,619 | 25 | 9,328 | 27 | 9,851 | 18 | 9,384 | 22 | 9,167 | 34 |
| Speed too fast | 1,541 | 10 | 2,106 | 16 | 2,004 | 11 | 1,494 | 15 | 1,720 | 13 |
| Speed too slow | 14 | 0 | 21 | 0 | 19 | 0 | 20 | 0 | 15 | 0 |
| Failed to yield | 1,193 | 6 | 1,217 | 3 | 1,414 | 2 | 1,287 | 4 | 1,351 | 8 |
| Disregard traffic control | 173 | 1 | 178 | 9 | 184 | 0 | 168 | 0 | 179 | 4 |
| Drove wrong way | 4 | 0 | 3 | 0 | 8 | 0 | 8 | 0 | 9 | 0 |
| Drove left of center | 101 | 4 | 120 | 1 | 125 | 4 | 96 | 7 | 130 | 6 |
| Improper passing | 73 | 1 | 59 | 0 | 76 | 0 | 76 | 0 | 73 | 0 |
| Improper lane use | 130 | 0 | 198 | 0 | 174 | 1 | 188 | 0 | 210 | 3 |
| Improper turn | 80 | 0 | 81 | 0 | 92 | 0 | 90 | 0 | 104 | 0 |
| Improper/no signal | 28 | 1 | 29 | 0 | 38 | 0 | 20 | 0 | 9 | 0 |
| Improper backing | 205 | 0 | 226 | 0 | 268 | 0 | 257 | 0 | 253 | 0 |
| Unable to stop in assured clear distance | 1,410 | 1 | 1,684 | 0 | 1,646 | 0 | 1,667 | 3 | 1,666 | 1 |
| Other | 453 | 3 | 431 | 1 | 492 | 2 | 501 | 1 | 475 | 1 |
| Unknown | 203 | 4 | 252 | 4 | 227 | 2 | 259 | 5 | 414 | 9 |
| Reckless driving | 63 | 1 | 55 | 2 | 35 | 2 | 61 | 2 | 57 | 1 |
| Careless/negligent driving | 392 | 3 | 384 | 3 | 298 | 1 | 334 | 4 | 381 | 3 |
| Uncoded & errors | 181 | 1 | 197 | 0 | 66 | 0 | 62 | 0 | 72 | 3 |
| Total | 14,863 | 61 | 16,569 | 66 | 17,017 | 43 | 15,972 | 63 | 16,285 | 86 |

Northwest Prosperity Region (continued)



The picture above represents all 2016 alcohol-involved fatal crashes in Northwest Prosperity Region.

In 2016, there were 427 alcohol-involved crashes in Northwest Prosperity Region:

- 12 K - Fatal Crashes
- 37 A - Suspected Serious Injury Crashes
- 84 B - Suspected Minor Injury Crashes
- 66 C - Possible Injury Crashes
- 228 O - Property Damage Only/No Injury Crashes

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