



2017

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

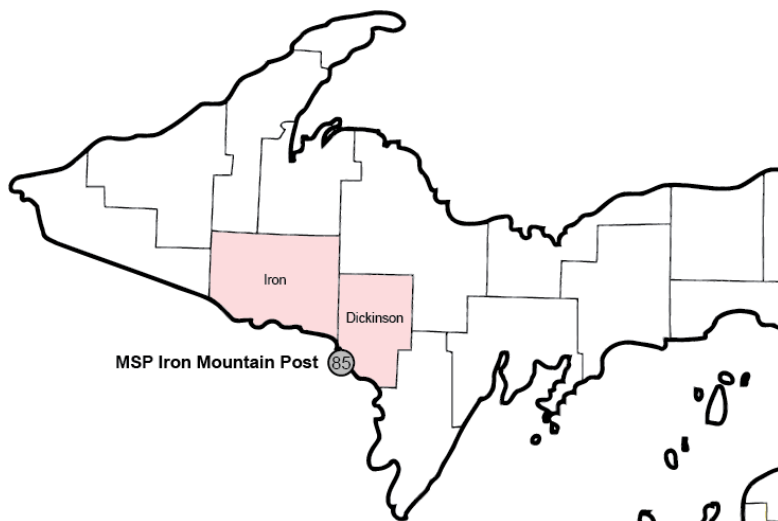
Property Damage Only (PDO)



Michigan State Police (MSP) Post 85 - Iron Mountain

2017 Traffic Crash Data & 2013-2017 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 1,513 crashes in Post 85 during 2017. [Page 1]
- A total of 6 fatalities resulted from 5 fatal crashes in 2017 in Post 85. [Page 1]
- There were 212 injuries and 161 injury crashes. [Page 1]
- There were 1,347 property damage only crashes (no fatalities or injuries). [Page 1]
- December had the highest number of crashes (197). [Pages 1-2]
- November, December, April, September and January had the highest number of fatal crashes (1) while December had the highest number of fatalities (2). [Pages 1-2]
- December and September had the highest number of injury crashes (20) while December had the highest number of injuries (30). [Page 1]
- December had the highest number of property damage only crashes (176). [Page 1]
- Of all vehicles involved in fatal crashes, 4 (57.1%) were motorcycles. [Page 1]
- Friday was the day of the week with the highest number of crashes (248) and Wednesday had the highest number of fatal crashes (2). [Pages 2-3]
- The 6:00 PM - 8:59 PM time period had the highest number of crashes (296). The 6:00 AM - 8:59 AM time period had the highest number of fatal crashes (2). [Pages 5-6]
- During the period from 2013 to 2017, the highest number of deer crashes occurred in 2017 (864). The 6:00 PM - 8:59 PM time period consistently had the highest number of deer-involved crashes during the five-year period. There were fatal crashes involving deer in 2017. [Pages 7-8]
- Dickinson County (63.3%) had the highest number of crashes in Post 85 in 2017, followed by Iron County (36.7%), and (0.0%). [Page 8]
- Dickinson County (83.3%) had the highest number of fatalities in Post 85 in 2017, followed by Iron County (16.7%), and (0.0%). [Page 8]
- The highest number of drivers in crashes (1,915) occurred during 2017 and the highest number of drivers coded drinking in crashes (51) occurred during 2016 within the five year period between 2013 and 2017. [Page 9]
- A total of 45 crashes involved alcohol in 2017. [Page 10]
- Alcohol-involved fatal crashes were the highest in 2017 and 2016 during the five-year period from 2013 to 2017 at 2. [Page 10]
- A total of 9 crashes, 0 fatal crashes, and 0 suspected serious injury crashes involved drugs in 2017. [Page 11]
- There were 1,761 drivers wearing seatbelts and 23 drivers not wearing seatbelts in crashes in 2017. Of the 23 drivers not wearing seat belts, 2 (8.7%) were killed and 7 (30.4%) were injured. [Pages 14-16]
- The most common hazardous action coded for drivers in 2017 in all crashes was speed too fast (126), while the most common hazardous action coded for drivers in fatal crashes was speed too fast (3). [Page 17]

MSP Post 85 - Iron Mountain (continued)

Post 85 Experience

In 2017:

There were 1,915 drivers involved in 1,513 motor vehicle crashes in MSP Post 85. Of those crashes, 5 were classified as fatal, resulting in 6 fatalities. An additional 212 persons were injured.

Post 85 experienced the highest number of motor vehicle crashes (197) in December, the highest number of fatal crashes (1) in January, April, September, November and December and the highest number of persons killed (2) in December.

Michigan driver statistics indicate 5.7 percent of licensed drivers in Post 85 were age 16-20, and 8.3 percent of drivers in crashes were also in that age group.

2017 - Crashes and Injuries by Month

Month	Crashes				Persons	
	Total	Fatal	Injury	Property Damage Only (PDO)	Fatalities	Injuries
January	119	1	14	104	1	22
February	117	0	6	111	0	7
March	84	0	9	75	0	12
April	86	1	8	77	1	10
May	89	0	14	75	0	16
June	115	0	12	103	0	13
July	99	0	15	84	0	18
August	112	0	17	95	0	27
September	134	1	20	113	1	25
October	173	0	11	162	0	14
November	188	1	15	172	1	18
December	197	1	20	176	2	30
Total	1,513	5	161	1,347	6	212

2017 - Driver Statistics

Age Group	Post 85			Driver Rates	
	2017 Population	Licensed Drivers	Drivers in Crashes	Per 10k Population	Per 10k Licensed
0 - 15	6,042	237	3	5.0	126.6
16 - 20	1,855	1,678	158	851.8	941.6
21 - 24	1,454	1,388	118	811.6	850.1
25 - 64	18,325	17,968	1,237	675.0	688.4
65 +	8,863	8,076	335	378.0	414.8
Unknown	0	0	64	--	--
Total	36,539	29,347	1,915	524.1	652.5

2017 - 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	1,346	70.3	4	57.1	171	1,171
Motor home	2	0.1	0	0.0	1	1
Pickup truck	468	24.4	0	0.0	53	415
Small truck under 10,000 lbs. GVWR	12	0.6	0	0.0	4	8
Motorcycle	13	0.7	0	0.0	8	5
Moped / goped	1	0.1	0	0.0	1	0
Go-cart / golf cart	1	0.1	0	0.0	0	1
Snowmobile	3	0.2	0	0.0	2	1
Off-Road Vehicle - ORV / All-Terrain Vehicle - ATV	13	0.7	2	28.6	9	2
Other	6	0.3	1	14.3	0	5
Truck/bus over 10,000 lbs.	36	1.9	0	0.0	5	31
Unknown	14	0.7	0	0.0	2	12
Total	1,915	100.0	7	100.0	256	1,652

5-Year Trend - Crashes by Month

Month	2013		2014		2015		2016		2017	
	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes
January	129	1	158	1	139	0	100	0	119	1
February	94	0	115	0	81	0	67	0	117	0
March	75	0	126	0	106	0	65	0	84	0
April	81	0	79	0	71	0	85	0	86	1
May	88	0	95	1	85	0	83	0	89	0
June	99	0	100	0	91	0	109	4	115	0
July	97	0	89	0	80	0	85	0	99	0
August	105	1	91	0	91	0	83	0	112	0
September	115	0	96	0	101	0	99	0	134	1
October	127	1	122	0	125	1	133	0	173	0
November	170	0	151	0	142	0	162	1	188	1
December	158	0	155	0	64	0	145	0	197	1
Total	1,338	3	1,377	2	1,176	1	1,216	5	1,513	5

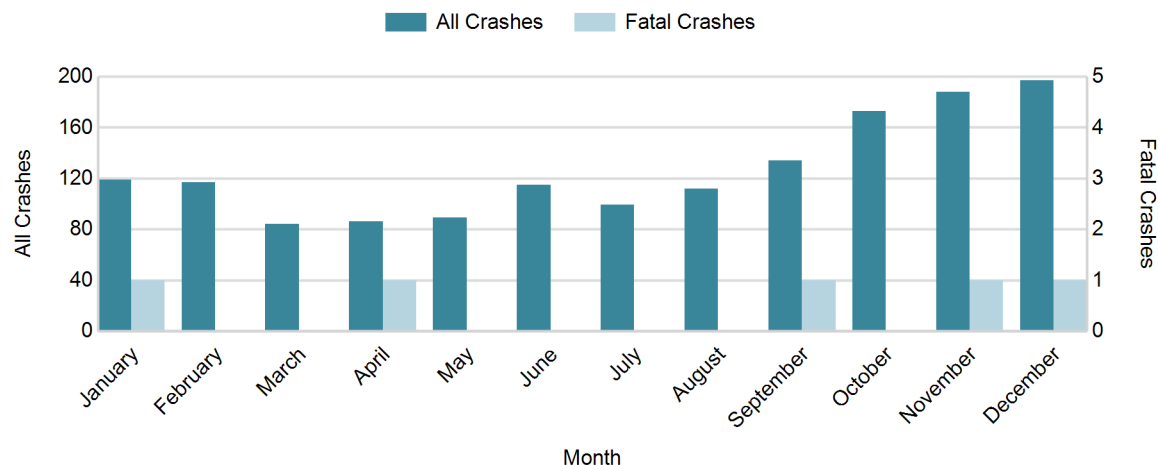
Note: † Indicates that the highest number of total crashes reported in the 5-year period occurred in the same month

5-Year Trend - Crashes by Day of Week

Day	2013		2014		2015		2016		2017	
	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes
Monday	195	0	193	0	160	0	193	1	203	0
Tuesday	211	0	215	0	157	0	167	1	216	0
Wednesday	175	0	194	1	177	0	174	1	210	2
Thursday	193	2	190	0	186	0	177	0	230	1
Friday	212 †	0	240 †	0	189 †	0	201 †	1	248 †	0
Saturday	198	1	187	1	178	0	157	0	232	1
Sunday	154	0	158	0	129	1	147	1	174	1
Total	1,338	3	1,377	2	1,176	1	1,216	5	1,513	5

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

2017 Crashes by Month

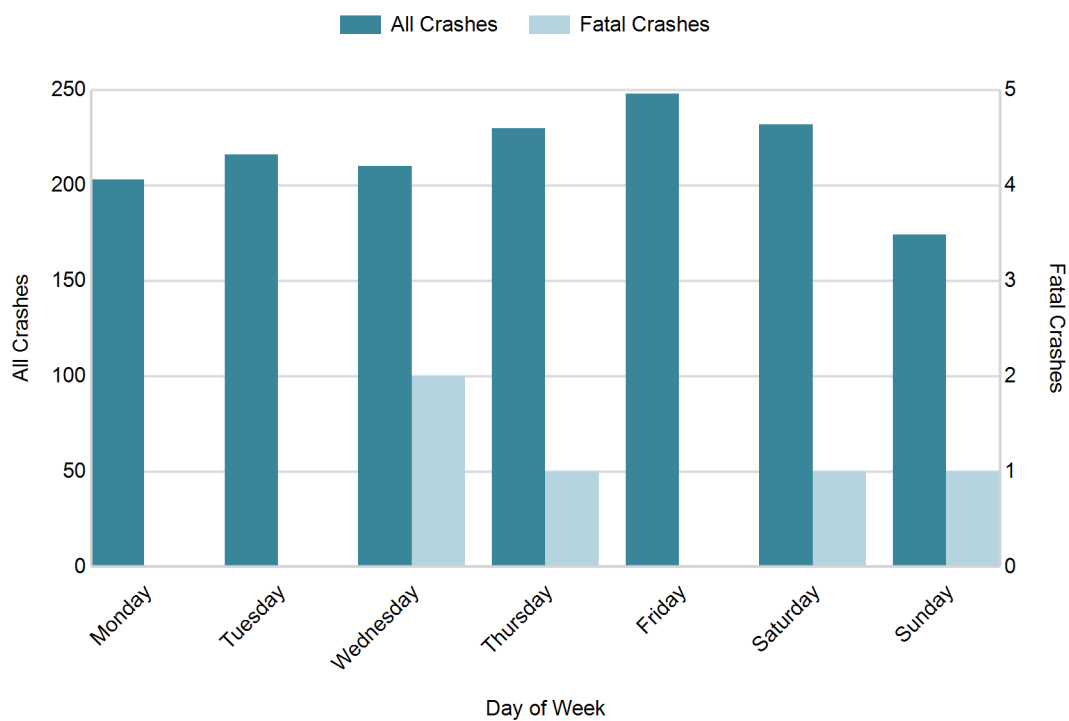


MSP Post 85 - Iron Mountain (continued)

2017 - 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	203	13.4	0	0.0	2	3	14	184
Tuesday	216	14.3	0	0.0	1	8	17	190
Wednesday	210	13.9	2	40.0	2	3	16	187
Thursday	230	15.2	1	20.0	2	2	11	214
Friday	248	16.4	0	0.0	1	7	19	221
Saturday	232	15.3	1	20.0	6	11	16	198
Sunday	174	11.5	1	20.0	3	8	9	153
Total	1,513	100.0	5	100.0	17	42	102	1,347

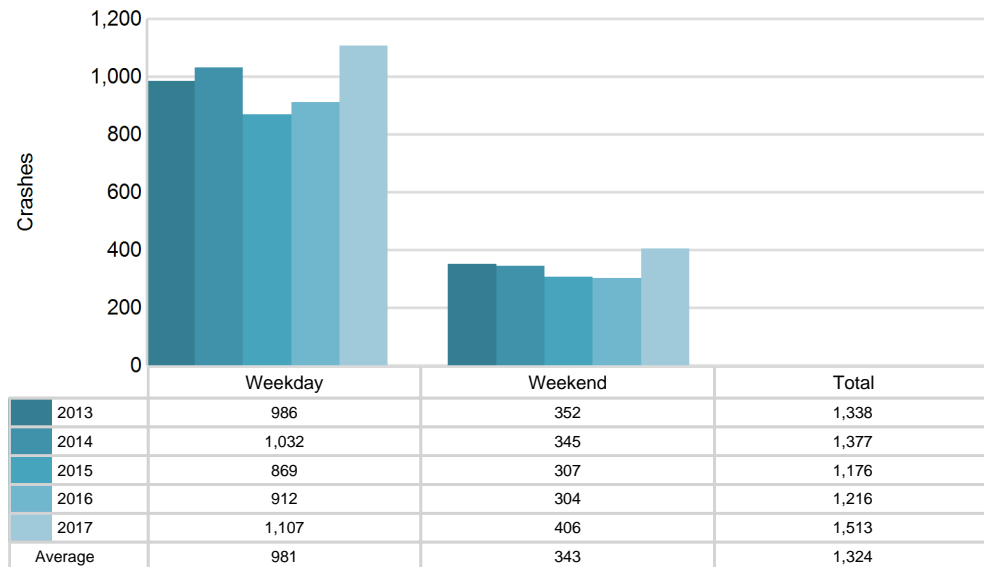
2017 Day of Week and Severity



5-Year Trend - Crashes by Weekday and Weekend

Portion of Week	2013		2014		2015		2016		2017	
	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes
Weekday	986	2	1,032	1	869	0	912	4	1,107	3
Weekend	352	1	345	1	307	1	304	1	406	2
Total	1,338	3	1,377	2	1,176	1	1,216	5	1,513	5

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

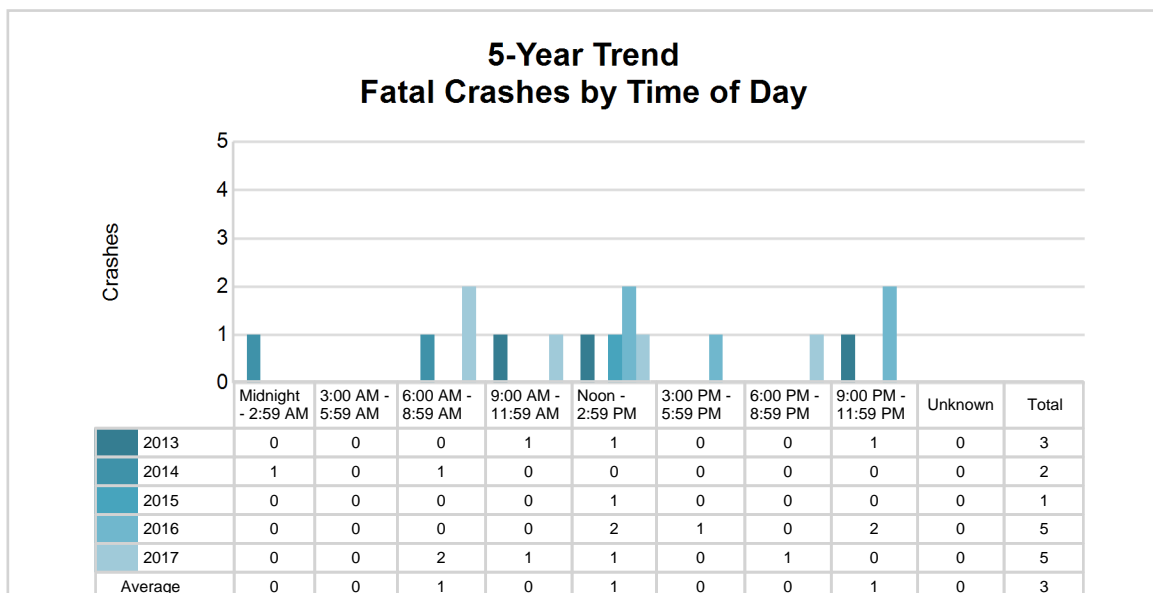
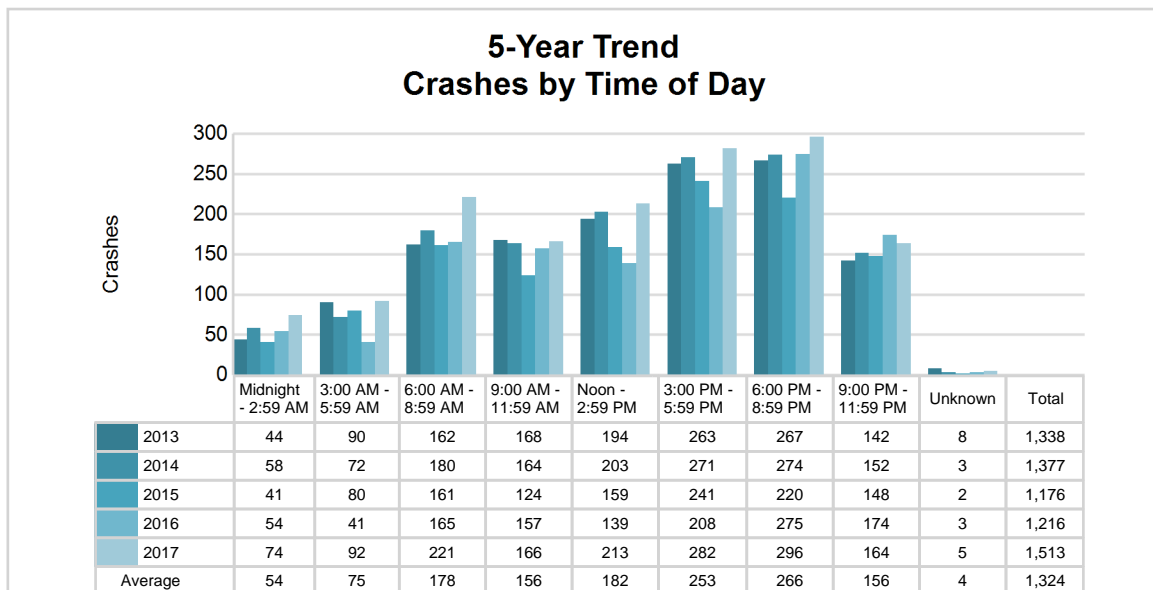


MSP Post 85 - Iron Mountain (continued)

5-Year Trend - Crashes by Time of Day

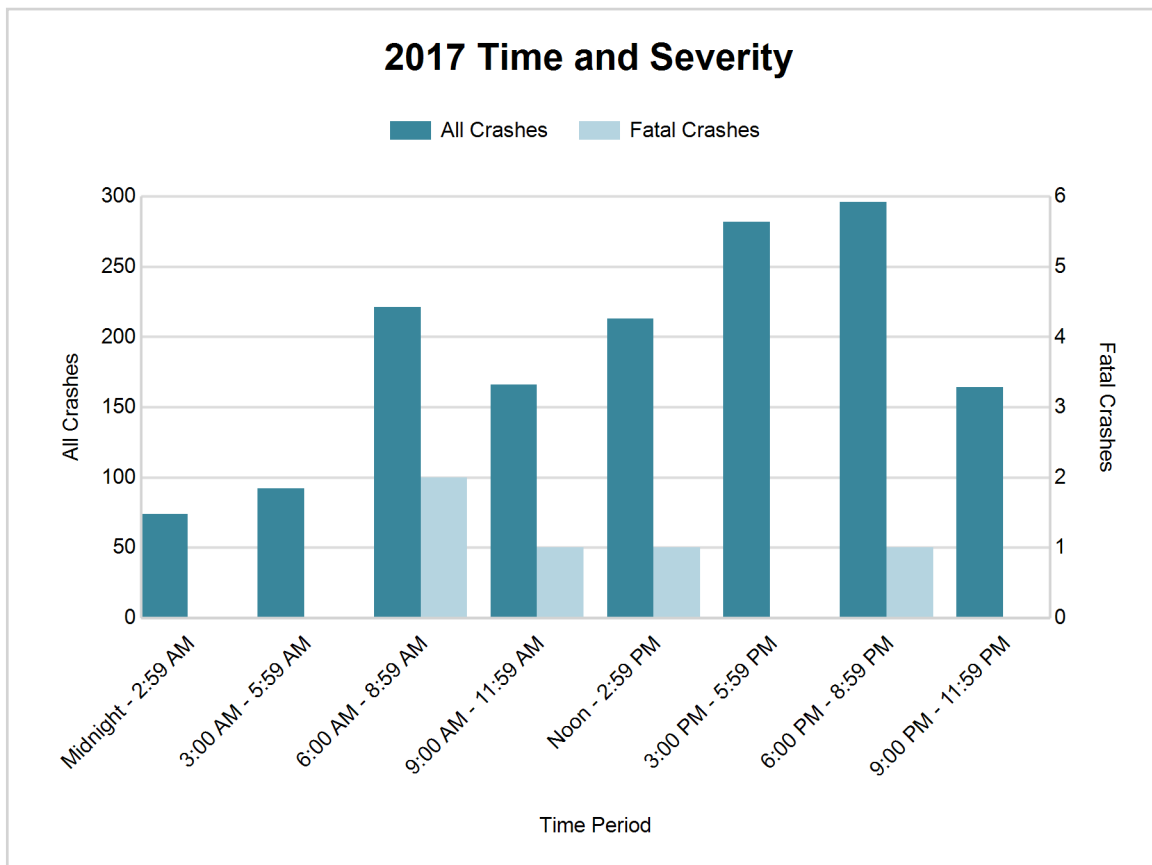
Time of Day	2013		2014		2015		2016		2017	
	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes
Midnight - 2:59 AM	44	0	58	1	41	0	54	0	74	0
3:00 AM - 5:59 AM	90	0	72	0	80	0	41	0	92	0
6:00 AM - 8:59 AM	162	0	180	1	161	0	165	0	221	2
9:00 AM - 11:59 AM	168	1	164	0	124	0	157	0	166	1
Noon - 2:59 PM	194	1	203	0	159	1	139	2	213	1
3:00 PM - 5:59 PM	263	0	271	0	241	0	208	1	282	0
6:00 PM - 8:59 PM	267	0	274	0	220	0	275	0	296	1
9:00 PM - 11:59 PM	142	1	152	0	148	0	174	2	164	0
Unknown	8	0	3	0	2	0	3	0	5	0
Total	1,338	3	1,377	2	1,176	1	1,216	5	1,513	5

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



2017 - 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	74	4.9	0	0.0	2	4	4	64
3:00 AM - 5:59 AM	92	6.1	0	0.0	1	1	2	88
6:00 AM - 8:59 AM	221	14.6	2	40.0	2	8	13	196
9:00 AM - 11:59 AM	166	11.0	1	20.0	2	3	18	142
Noon - 2:59 PM	213	14.1	1	20.0	2	9	30	171
3:00 PM - 5:59 PM	282	18.6	0	0.0	3	11	20	248
6:00 PM - 8:59 PM	296	19.6	1	20.0	5	3	10	277
9:00 PM - 11:59 PM	164	10.8	0	0.0	0	3	5	156
Unknown	5	0.3	0	0.0	0	0	0	5
Total	1,513	100.0	5	100.0	17	42	102	1,347

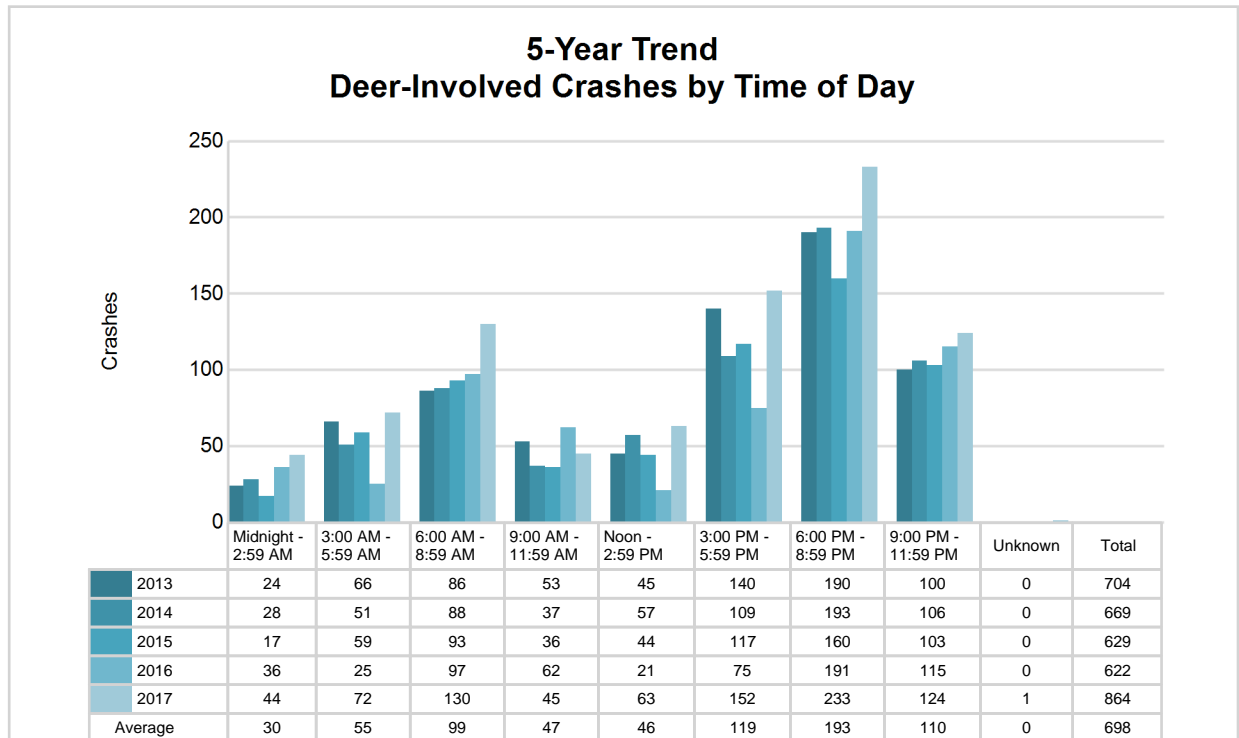


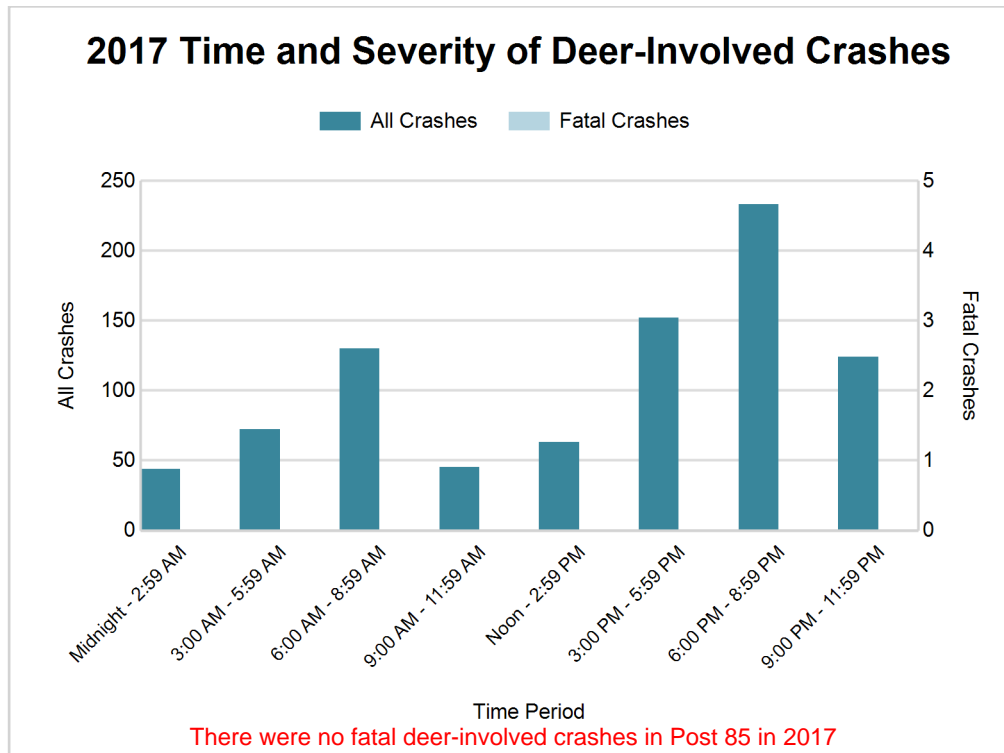
MSP Post 85 - Iron Mountain (continued)

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

Time of Day	2013		2014		2015		2016		2017	
	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Fatal Crashes
Midnight - 2:59 AM	24	0	28	0	17	0	36	0	44	0
3:00 AM - 5:59 AM	66	0	51	0	59	0	25	0	72	0
6:00 AM - 8:59 AM	86	0	88	0	93	0	97	0	130	0
9:00 AM - 11:59 AM	53	0	37	0	36	0	62	0	45	0
Noon - 2:59 PM	45	0	57	0	44	0	21	0	63	0
3:00 PM - 5:59 PM	140	0	109	0	117	0	75	0	152	0
6:00 PM - 8:59 PM	190 †	0	193 †	0	160 †	0	191 †	0	233 †	0
9:00 PM - 11:59 PM	100	0	106	0	103	0	115	0	124	0
Unknown	0	0	0	0	0	0	0	0	1	0
Total	704	0	669	0	629	0	622	0	864	0

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





2017 - Reported Motor Vehicle Crashes by County

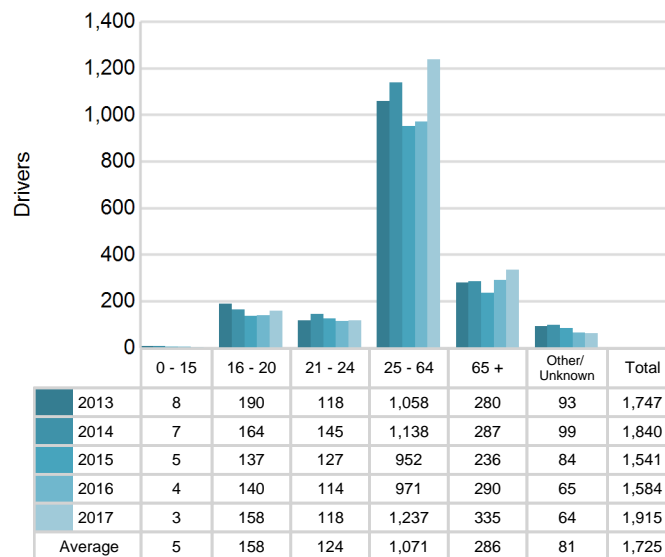
County	Crashes											Persons	
	Total	Fatal	Injury	Property Damage	Inter-state	US Route	State Route	Local Street	Alcohol-Involved	Drug-Involved	Deer-Involved	Fatalities	Injuries
Dickinson	957	4	114	839	0	351	259	343	22	6	516	5	153
Iron	556	1	47	508	0	230	91	230	23	3	348	1	59
Total	1,513	5	161	1,347	0	581	350	573	45	9	864	6	212

MSP Post 85 - Iron Mountain (continued)

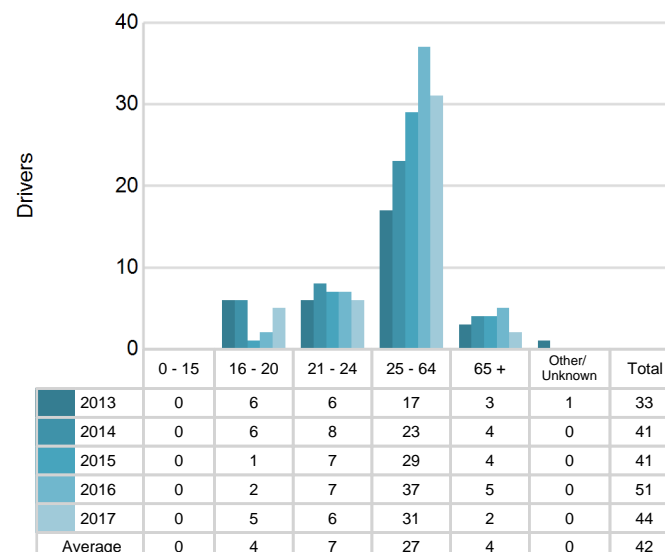
5-Year Trend - Drivers in Crashes Coded Drinking by Driver Age

Driver Age	2013		2014		2015		2016		2017	
	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	8	0	7	0	5	0	4	0	3	0
16 - 20	190	6	164	6	137	1	140	2	158	5
21 - 24	118	6	145	8	127	7	114	7	118	6
25 - 64	1,058	17	1,138	23	952	29	971	37	1,237	31
65 +	280	3	287	4	236	4	290	5	335	2
Unknown	93	1	99	0	84	0	65	0	64	0
Total	1,747	33	1,840	41	1,541	41	1,584	51	1,915	44

5-Year Trend Total Drivers in Crashes by Age



5-Year Trend Total Drivers Coded Drinking by Age



2017 - 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	6	6	5	5	0	2	3	0	0
21 - 24	6	3	3	6	0	0	0	2	4
25 - 64	34	21	19	31	0	2	8	6	15
65 +	2	4	2	2	0	0	1	0	1
Unknown	4	0	0	0	0	0	0	0	0
Total	52	34	29	44	0	4	12	8	20

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 2017, there were 52 drivers in alcohol-involved crashes; 44 (84.6%) of those drivers were coded as had-been-drinking by the officer on the crash form.

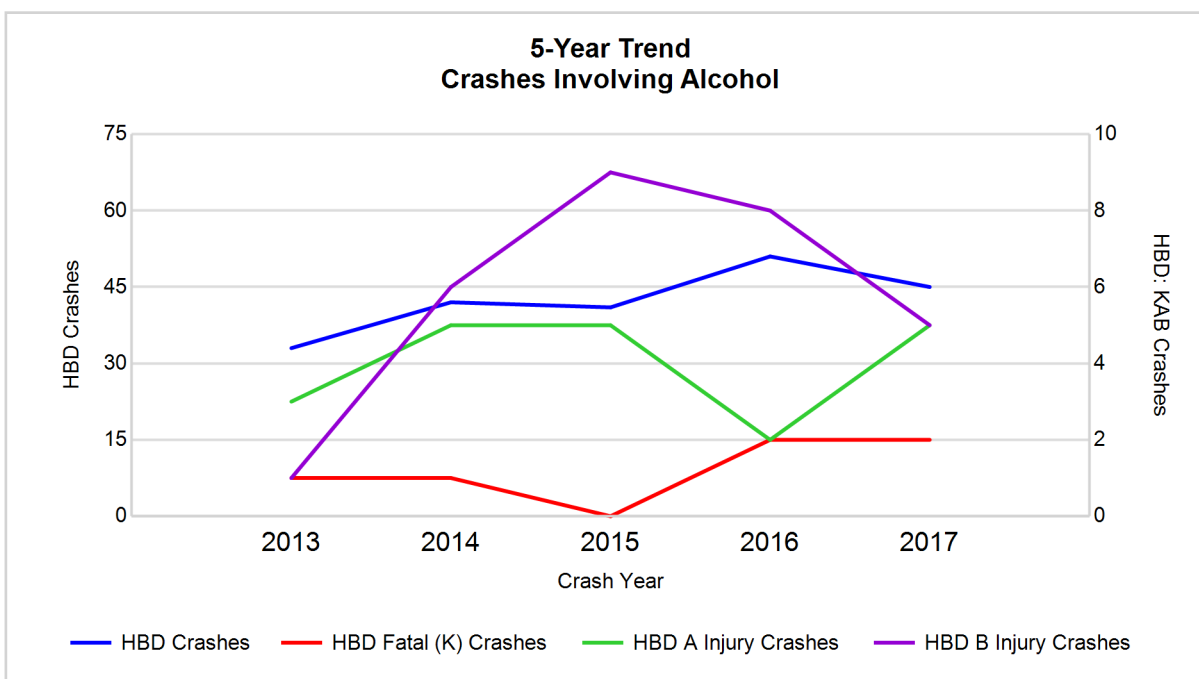
- 20 (45.5%) of the 44 drivers had a blood alcohol concentration (BAC) of 0.08 g/dL (grams per deciliter) or greater, and 8 (40.0%) of the 20 drivers had a BAC at or above 0.17 g/dL.
- 29 (65.9%) of the 44 drivers were coded as had-been-drinking and were tested for alcohol consumption.

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
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
2017	1,513**	45	3.0	5	2	40.0	17	5	29.4	42	5	11.9

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

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



Note: Had-Been-Drinking (HBD)

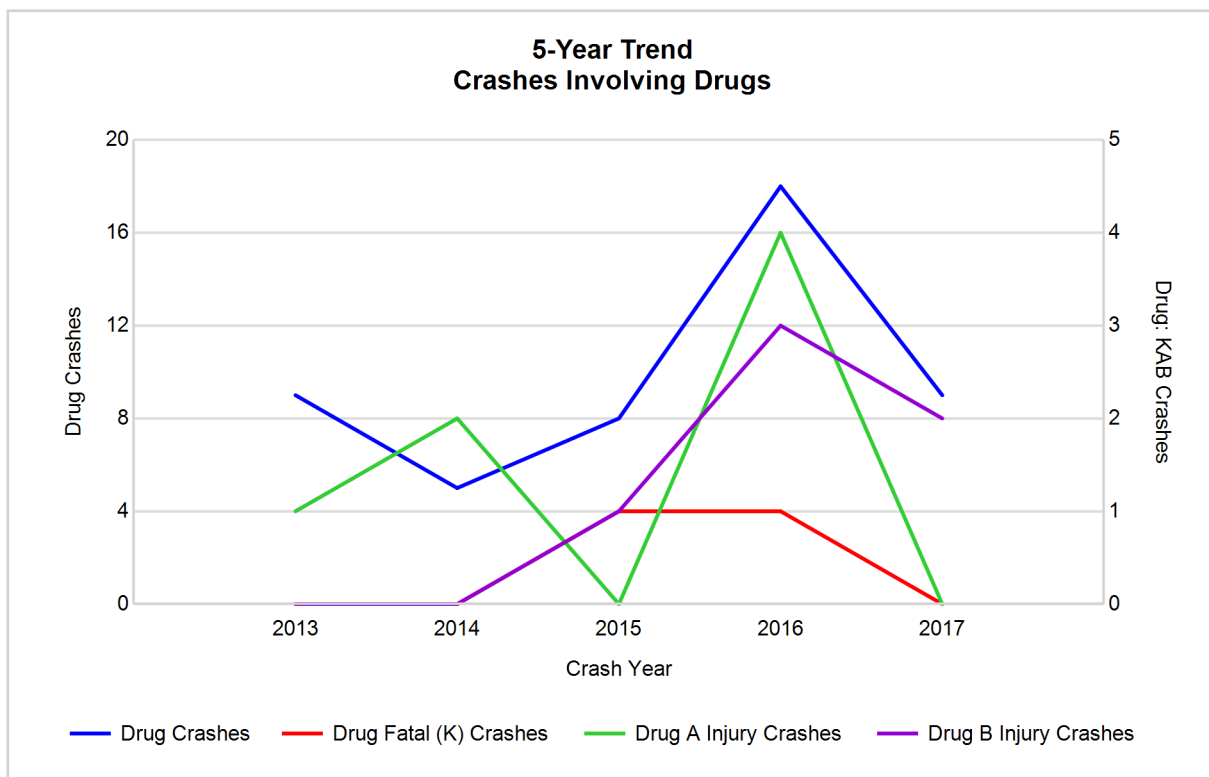
MSP Post 85 - Iron Mountain (continued)

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
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
2017	1,513**	9	0.6	5	0	0.0	17	0	0.0	42	2	4.8

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

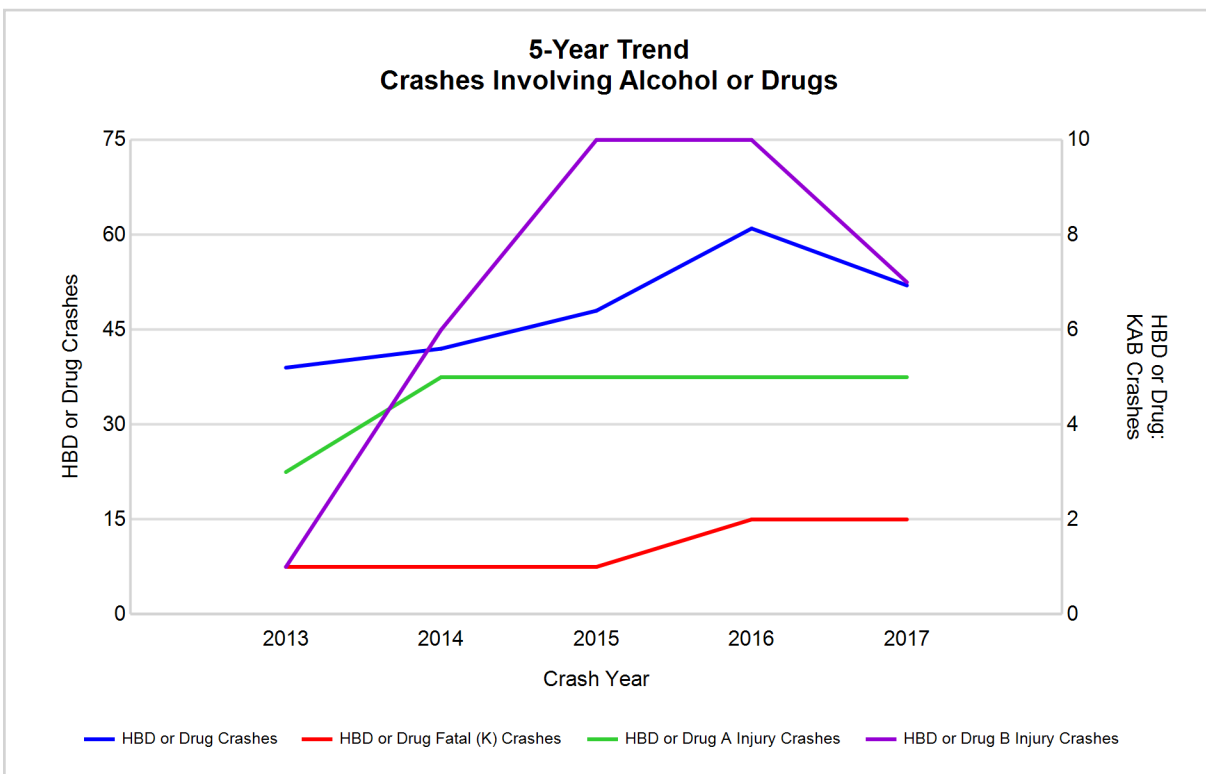


5-Year Trend - Crashes Involving Alcohol or Drugs

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
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
2017	1,513**	52	3.4	5	2	40.0	17	5	29.4	42	7	16.7

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

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



Note: Had-Been-Drinking (HBD)

MSP Post 85 - Iron Mountain (continued)

2017 - 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	1,378	1,292	93.8	4	3	75.0	13	11	84.6	34	29	85.3	101	95	94.1	1,171	1,137	97.1
Motor home	2	2	100.0	0	0	0.0	0	0	0.0	0	0	0.0	1	1	100.0	1	1	100.0
Pickup truck	476	449	94.3	0	0	0.0	2	2	100.0	7	7	100.0	22	21	95.5	429	413	96.3
Small truck under 10,000 lbs. GVWR	12	11	91.7	0	0	0.0	0	0	0.0	0	0	0.0	1	1	100.0	10	10	100.0
Motorcycle	14	3	21.4	0	0	0.0	2	0	0.0	5	1	20.0	2	0	0.0	5	2	40.0
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	1	1	100.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	1	1	100.0
Snowmobile	3	2	66.7	0	0	0.0	1	1	100.0	1	0	0.0	0	0	0.0	1	1	100.0
Off-Road Vehicle - ORV / All-Terrain Vehicle - ATV	14	1	7.1	2	0	0.0	4	1	25.0	3	0	0.0	2	0	0.0	2	0	0.0
Other	6	4	66.7	0	0	0.0	0	0	0.0	1	1	100.0	0	0	0.0	5	3	60.0
Truck/bus over 10,000 lbs.	39	37	94.9	0	0	0.0	0	0	0.0	0	0	0.0	3	1	33.3	36	36	100.0
Unknown	14	1	7.1	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
Total	1,960	1,803	92.0	6	3	50.0	23	15	65.2	51	38	74.5	132	119	90.2	1,661	1,604	96.6

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.

2017 - 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	13	9	69.2	1	1	100.0	3	1	33.3	5	4	80.0	3	3	100.0	1	0	0.0
16 - 20	166	154	92.8	2	2	100.0	3	1	33.3	5	4	80.0	17	14	82.4	137	131	95.6
21 - 24	121	115	95.0	0	0	0.0	1	1	100.0	3	2	66.7	11	10	90.9	105	101	96.2
25 - 64	1,257	1,193	94.9	3	0	0.0	13	9	69.2	29	20	69.0	79	72	91.1	1,114	1,075	96.5
65 +	336	329	97.9	0	0	0.0	3	3	100.0	9	8	88.9	19	19	100.0	301	296	98.3
Unknown	67	3	4.5	0	0	0.0	0	0	0.0	0	0	0.0	3	1	33.3	3	1	33.3
Total	1,960	1,803	92.0	6	3	50.0	23	15	65.2	51	38	74.5	132	119	90.2	1,661	1,604	96.6

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)

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5-Year Trend - Restraint Use Among Drivers

Restraint Use	2013			2014			2015			2016			2017		
	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	6	1	0	7	0	0	7	0	4	2	0	0	16	0	6
Shoulder belt only used	0	0	0	0	0	0	5	0	0	10	0	0	7	0	0
Lap belt only used	3	0	0	2	0	0	1	0	1	1	0	0	2	0	1
Both lap & shoulder belts used	1,560	0	126	1,651	1	130	1,372	0	111	1,434	1	117	1,752	1	135
No belts used	14	0	8	9	1	1	11	0	4	14	1	7	7	2	1
Child restraint used	0	0	0	0	0	0	0	0	0	3	0	2	2	0	1
Child restraint not used, unavailable or improper use	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Restraint failure	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restraint use unknown	53	0	4	58	0	5	35	0	8	51	0	4	73	0	7
Helmet worn	13	1	9	17	0	13	11	0	7	9	0	7	6	0	3
Helmet not worn	8	0	8	3	0	3	14	1	9	9	2	5	11	1	8
Helmet use unknown	0	0	0	1	0	0	1	0	1	0	0	0	2	0	1
Uncoded & errors	89	0	1	92	0	1	84	0	0	50	0	0	37	0	0
Total	1,747	2	156	1,840	2	153	1,541	1	145	1,584	4	142	1,915	4	163

5-Year Trend - Restraint Use Among Drivers Coded Drinking

Restraint Use	2013			2014			2015			2016			2017		
	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	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2
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	12	0	3	26	0	6	26	0	10	31	0	7	26	0	8
No belts used	4	0	3	4	1	1	0	0	0	4	1	1	3	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	1	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	14	0	0	10	0	4	12	0	4	12	0	2	9	0	0
Helmet worn	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Helmet not worn	0	0	0	1	0	1	2	0	1	3	1	1	3	1	2
Helmet use unknown	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
Uncoded & errors	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	33	1	6	41	1	12	41	0	16	51	2	11	44	2	14

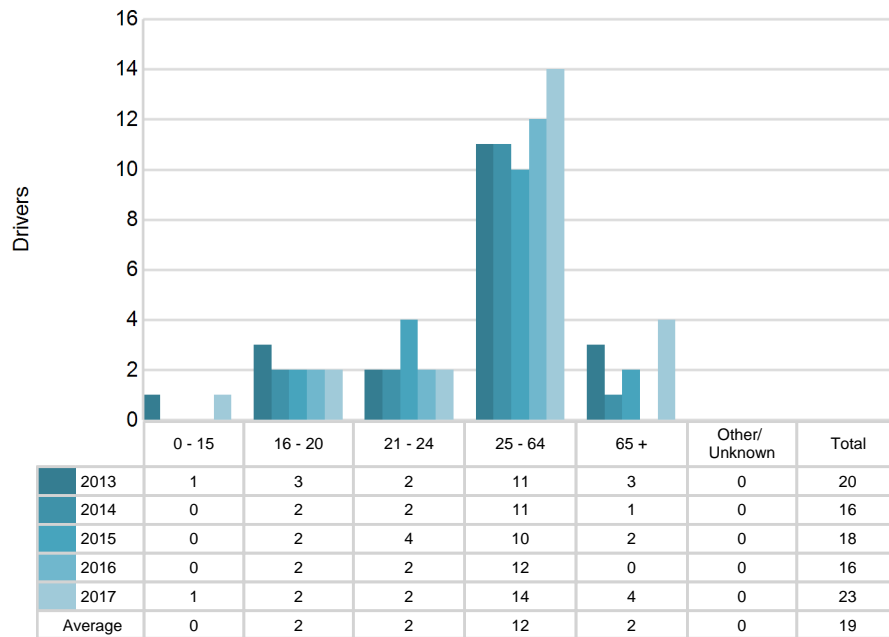
MSP Post 85 - Iron Mountain (continued)

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

Age Group	2013			2014			2015			2016			2017		
	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	1	0	0	0	0	0	0	0	0	0	1	0	1
16 - 20	3	0	2	2	0	0	2	0	1	2	0	1	2	0	0
21 - 24	2	1	0	2	1	0	4	0	1	2	0	2	2	0	1
25 - 64	11	0	4	11	0	1	10	0	4	12	1	4	14	2	5
65 +	3	0	1	1	0	0	2	0	2	0	0	0	4	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1	8	16	1	1	18	0	8	16	1	7	23	2	7

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

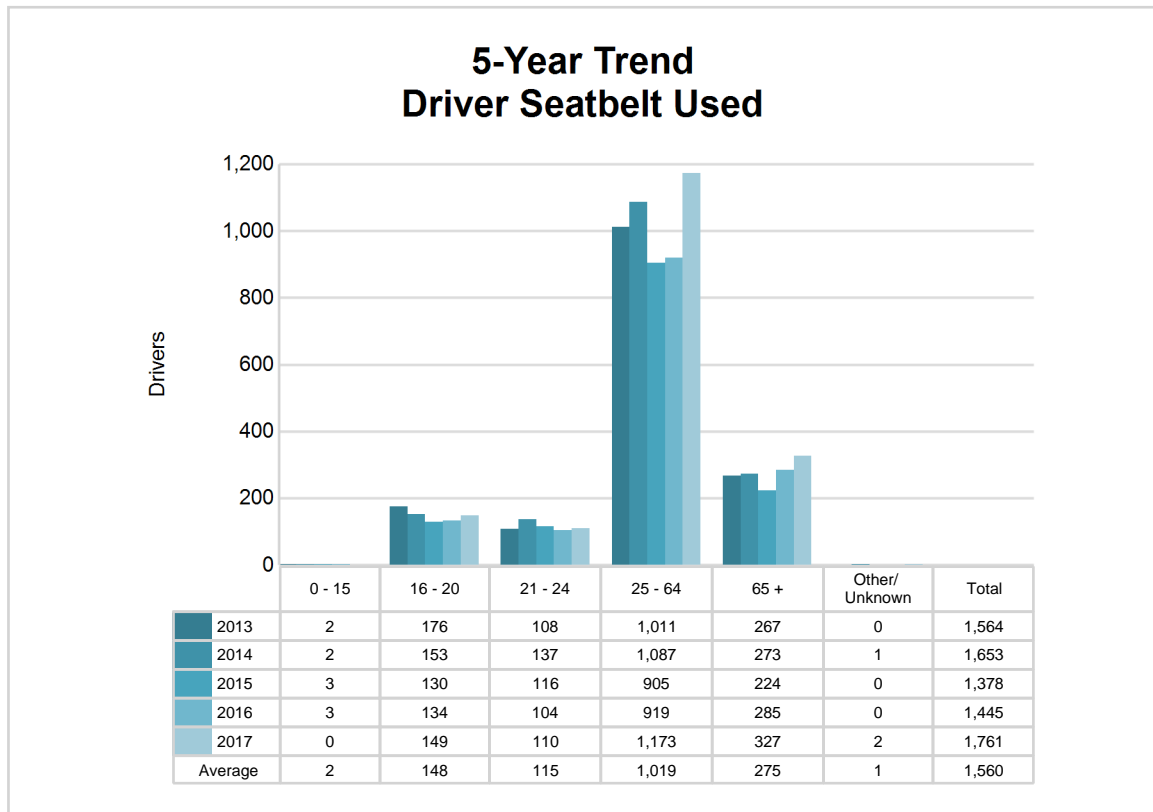
5-Year Trend Driver Seatbelt Not Used



5-Year Trend - Seatbelt Used Among Drivers by Age

Age Group	2013			2014			2015			2016			2017		
	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	1	3	0	0	3	0	0	0	0	0
16 - 20	176	0	20	153	0	15	130	0	14	134	0	19	149	1	15
21 - 24	108	0	10	137	0	17	116	0	5	104	0	11	110	0	10
25 - 64	1,011	0	71	1,087	1	80	905	0	77	919	1	67	1,173	0	83
65 +	267	0	25	273	0	17	224	0	16	285	0	20	327	0	28
Unknown	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0
Total	1,564	0	126	1,653	1	130	1,378	0	112	1,445	1	117	1,761	1	136

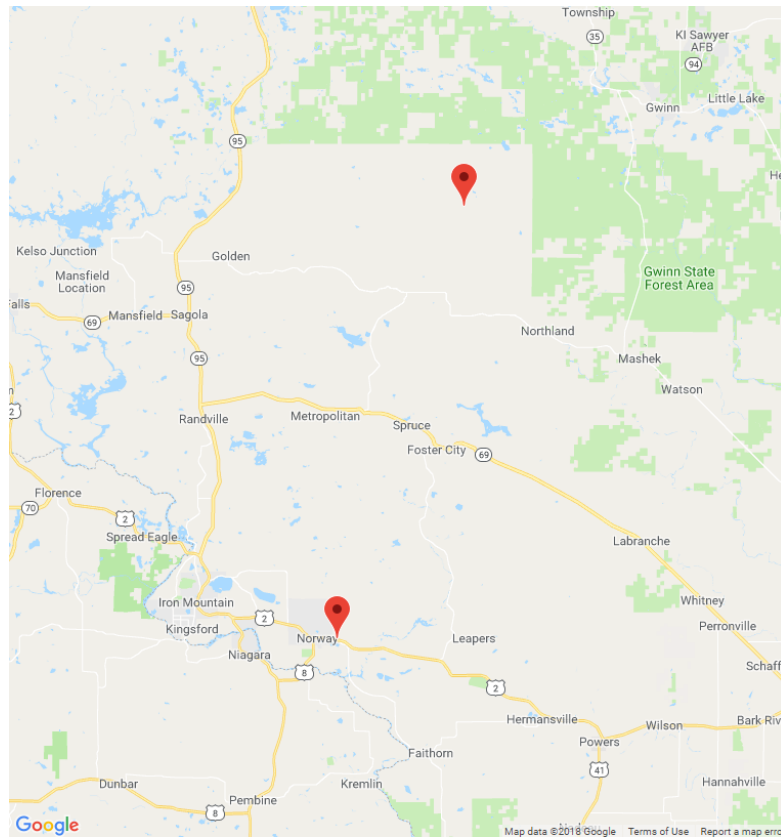
Note: Seatbelt Used includes shoulder belt only used, lap belt only used, both lap and shoulder belts used, and restraint failure.



MSP Post 85 - Iron Mountain (continued)

5-Year Trend - Drivers in Crashes by Hazardous Action

Hazardous Action	2013		2014		2015		2016		2017	
	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	1,115	2	1,166	1	1,010	0	1,019	3	1,296	3
Speed too fast	113	1	173	2	79	0	111	2	126	3
Speed too slow	0	0	2	0	0	0	2	0	1	0
Failed to yield	135	0	136	0	119	0	124	1	120	0
Disregard traffic control	22	0	21	0	22	0	19	0	20	0
Drove wrong way	1	0	1	0	1	0	1	0	3	0
Drove left of center	4	0	1	0	6	0	5	1	2	0
Improper passing	7	0	10	0	2	0	4	0	3	0
Improper lane use	14	0	16	0	4	0	7	0	17	0
Improper turn	7	0	11	0	14	0	9	0	6	0
Improper/no signal	2	0	2	0	0	0	0	0	1	0
Improper backing	32	0	34	0	33	0	29	0	27	0
Unable to stop in assured clear distance	100	0	125	0	90	0	89	1	102	0
Other	49	0	25	0	41	0	48	0	44	0
Unknown	38	0	32	0	20	1	26	0	64	1
Reckless driving	12	0	6	0	6	0	5	0	2	0
Careless/negligent driving	54	0	39	0	60	0	38	1	45	0
Uncoded & errors	42	0	40	0	34	0	48	0	36	0
Total	1,747	3	1,840	3	1,541	1	1,584	9	1,915	7



The picture above represents all 2017 alcohol-involved fatal crashes in Post 85.

In 2017, there were 45 alcohol-involved crashes in Post 85:

- 2 K - Fatal Crashes
- 5 A - Suspected Serious Injury Crashes
- 5 B - Suspected Minor Injury Crashes
- 7 C - Possible Injury Crashes
- 26 O - Property Damage Only/No Injury Crashes

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