MICHIGAN MICHIGAN

Office of Highway Safety Planning

2018



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.

<u>Units</u>

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:

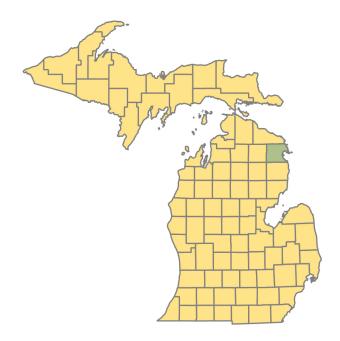
- K = Killed
- A = Suspected Serious Injury
- B = Suspected Minor Injury
- C = Possible Injury
- O = No Injury

Property Damage Only (PDO)



Alpena County

2018 Traffic Crash Data & 2014-2018 5-Year Trends

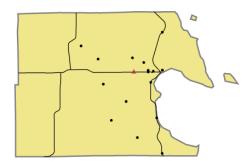


Sources:

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.



Alpena County



Crashes by most severe injury (mapped/actual)

▲ K - Fatal (1/1)

A - Suspected Serious (17/17)

Alpena County

In 2018:

There were 1,185 drivers involved in 857 motor vehicle crashes in Alpena County. Of those crashes, 1 was classified as fatal, resulting in 1 fatality. An additional 133 persons were injured.

Alpena County experienced the highest number of motor vehicle crashes (102) in November, the highest number of fatal crashes (1) and the highest number of persons killed (1) in January.

Michigan driver statistics indicate 5.7 percent of licensed drivers in Alpena County were age 16-20, and 13.6 percent of drivers in crashes were also in that age group.

2018 - Crashes and Injuries by Month

| | | Cra | shes | | Pers | ons |
|-----------|-------|-------|--------|----------------------------------|------------|----------|
| Month | Total | Fatal | Injury | Property Damage Only (PDO) | Fatalities | Injuries |
| January | 89 | 1 | 10 | 78 | 1 | 11 |
| February | 67 | 0 | 9 | 58 | 0 | 9 |
| March | 64 | 0 | 6 | 58 | 0 | 7 |
| April | 72 | 0 | 8 | 64 | 0 | 8 |
| May | 63 | 0 | 10 | 53 | 0 | 14 |
| June | 73 | 0 | 14 | 59 | 0 | 19 |
| July | 61 | 0 | 11 | 50 | 0 | 13 |
| August | 44 | 0 | 12 | 32 | 0 | 14 |
| September | 48 | 0 | 5 | 43 | 0 | 9 |
| October | 77 | 0 | 6 | 71 | 0 | 7 |
| November | 102 | 0 | 9 | 93 | 0 | 9 |
| December | 97 | 0 | 13 | 84 | 0 | 13 |
| Total | 857 | 1 | 113 | 743 | 1 | 133 |

2018 - Driver Statistics

| | | Alpena County | | Driver Rates | | | |
|-----------|--------------------|---------------------|-----------------------|-----------------------|---------------------|--|--|
| Age Group | 2018 Population | Licensed Drivers | Drivers in Crashes | Per 10k Population | Per 10k Licensed | | |
| 0 - 15 | 4,587 | 121 | 1 | 2.2 | 82.6 | | |
| 16 - 20 | 1,497 | 1,276 | 161 | 1,075.5 | 1,261.8 | | |
| 21 - 24 | 1,129 | 1,051 | 95 | 841.5 | 903.9 | | |
| 25 - 64 | 14,500 | 13,692 | 697 | 480.7 | 509.1 | | |
| 65 + | 6,647 | 6,292 | 171 | 257.3 | 271.8 | | |
| Unknown | 0 | 0 | 60 | | | | |
| Total | 28,360 | 22,432 | 1,185 | 417.8 | 528.3 | | |

2018 - Vehicles in Crashes

| | Motor Vel | nicles | Fatal Cr | ashes | Injury Crashes | PDO Crashes |
|--------------------------------------------------------|-----------------------|---------------|----------|---------------|-------------------|-------------|
| Vehicle Type | Number of Vehicles | % of Total | Number | % of Total | Number | Number |
| Passenger car, SUV, van | 807 | 68.1 | 1 | 50.0 | 128 | 678 |
| Motor home | 0 | 0.0 | 0 | 0.0 | 0 | 0 |
| Pickup truck | 307 | 25.9 | 0 | 0.0 | 48 | 259 |
| Small truck under 10,000 lbs. GVWR | 13 | 1.1 | 0 | 0.0 | 2 | 11 |
| Motorcycle | 7 | 0.6 | 0 | 0.0 | 5 | 2 |
| Moped / goped | 2 | 0.2 | 0 | 0.0 | 2 | 0 |
| Go-cart / golf cart | 0 | 0.0 | 0 | 0.0 | 0 | 0 |
| Snowmobile | 1 | 0.1 | 0 | 0.0 | 1 | 0 |
| Off-Road Vehicle - ORV / All- Terrain Vehicle - ATV | 1 | 0.1 | 0 | 0.0 | 1 | 0 |
| Other | 4 | 0.3 | 0 | 0.0 | 0 | 4 |
| Truck/bus over 10,000 lbs. | 21 | 1.8 | 1 | 50.0 | 3 | 17 |
| Unknown | 22 | 1.9 | 0 | 0.0 | 2 | 20 |
| Total | 1,185 | 100.0 | 2 | 100.0 | 192 | 991 |

5-Year Trend - Crashes by Month

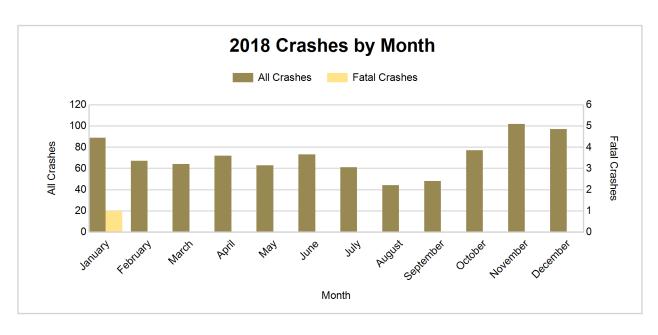
| | 201 | 14 | 2015 | | 201 | 16 | 201 | 17 | 2018 | |
|-----------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Month | Total Crashes | Fatal Crashes |
| January | 71 | 0 | 83 | 0 | 73 | 0 | 67 | 0 | 89 | 1 |
| February | 58 | 0 | 70 | 0 | 70 | 0 | 80 | 0 | 67 | 0 |
| March | 64 | 0 | 49 | 0 | 43 | 0 | 65 | 0 | 64 | 0 |
| April | 64 | 1 | 30 | 0 | 52 | 0 | 43 | 0 | 72 | 0 |
| Мау | 56 | 0 | 63 | 0 | 54 | 0 | 52 | 0 | 63 | 0 |
| June | 80 | 0 | 70 | 0 | 81 | 1 | 64 | 1 | 73 | 0 |
| July | 74 | 0 | 68 | 0 | 63 | 0 | 79 | 0 | 61 | 0 |
| August | 46 | 0 | 63 | 1 | 47 | 0 | 61 | 0 | 44 | 0 |
| September | 50 | 1 | 64 | 1 | 57 | 0 | 62 | 0 | 48 | 0 |
| October | 84 | 0 | 77 | 0 | 64 | 0 | 91 | 1 | 77 | 0 |
| November | 113 | 0 | 97 | 0 | 91 | 0 | 87 | 1 | 102 | 0 |
| December | 72 | 0 | 64 | 0 | 84 | 0 | 110 | 0 | 97 | 0 |
| Total | 832 | 2 | 798 | 2 | 779 | 1 | 861 | 3 | 857 | 1 |

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

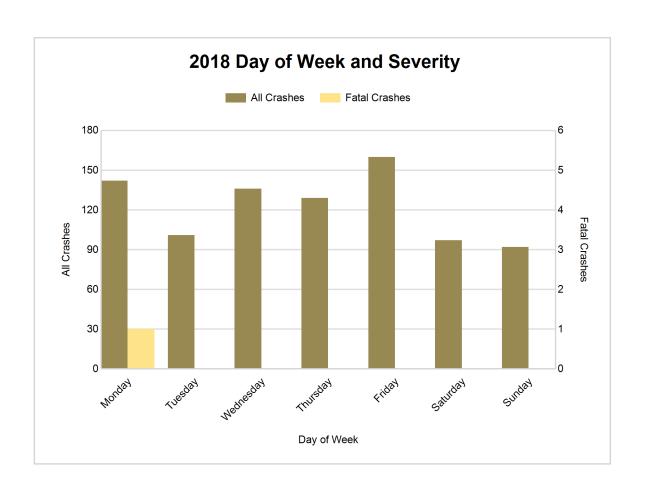
| | 201 | 14 | 2015 | | 201 | 16 | 201 | 17 | 2018 | |
|-----------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Day | Total Crashes | Fatal Crashes |
| Monday | 113 | 1 | 134 | 0 | 116 | 0 | 133 | 0 | 142 | 1 |
| Tuesday | 138 | 0 | 117 | 0 | 127 | 0 | 153 | 0 | 101 | 0 |
| Wednesday | 117 | 0 | 117 | 1 | 130 | 0 | 116 | 0 | 136 | 0 |
| Thursday | 136 | 0 | 112 | 0 | 114 | 0 | 143 | 2 | 129 | 0 |
| Friday | 140 | 0 | 127 | 0 | 112 | 0 | 147 | 0 | 160 | 0 |
| Saturday | 91 | 0 | 97 | 1 | 100 | 1 | 97 | 0 | 97 | 0 |
| Sunday | 97 | 1 | 94 | 0 | 80 | 0 | 72 | 1 | 92 | 0 |
| Total | 832 | 2 | 798 | 2 | 779 | 1 | 861 | 3 | 857 | 1 |

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



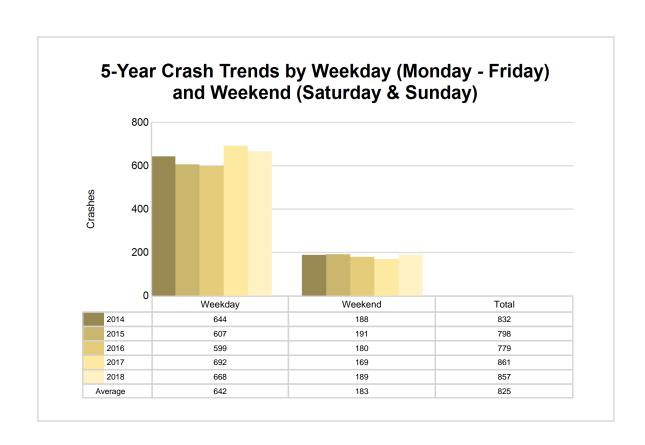
2018 - Crashes by Day of Week

| | All Cra | ashes | Fatal C | rashes | Inju | ury Crashe | es | PDO Crashes |
|-----------|---------|---------------|---------|---------------|------|------------|----|----------------|
| Day | Number | % of Total | Number | % of Fatal | Α | В | С | Number |
| Monday | 142 | 16.6 | 1 | 100.0 | 2 | 6 | 8 | 125 |
| Tuesday | 101 | 11.8 | 0 | 0.0 | 1 | 6 | 8 | 86 |
| Wednesday | 136 | 15.9 | 0 | 0.0 | 4 | 4 | 10 | 118 |
| Thursday | 129 | 15.1 | 0 | 0.0 | 2 | 9 | 10 | 108 |
| Friday | 160 | 18.7 | 0 | 0.0 | 2 | 3 | 13 | 142 |
| Saturday | 97 | 11.3 | 0 | 0.0 | 2 | 4 | 6 | 85 |
| Sunday | 92 | 10.7 | 0 | 0.0 | 4 | 0 | 9 | 79 |
| Total | 857 | 100.0 | 1 | 100.0 | 17 | 32 | 64 | 743 |



5-Year Trend - Crashes by Weekday and Weekend

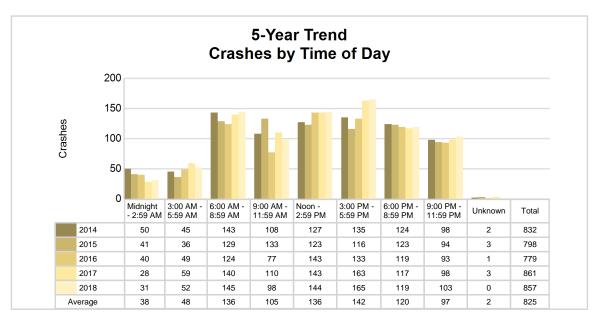
| | 201 | 4 | 2015 | | 201 | 16 | 201 | 17 | 2018 | |
|-----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Portion of Week | Total Crashes | Fatal Crashes |
| Weekday | 644 | 1 | 607 | 1 | 599 | 0 | 692 | 2 | 668 | 1 |
| Weekend | 188 | 1 | 191 | 1 | 180 | 1 | 169 | 1 | 189 | 0 |
| Total | 832 2 | | 798 | 2 | 779 | 1 | 861 | 3 | 857 | 1 |

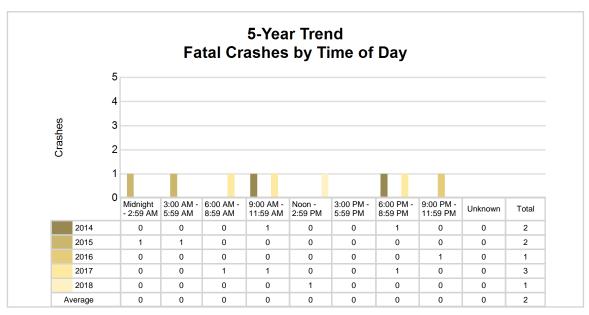


5-Year Trend - Crashes by Time of Day

| | | | 201 | 14 | 201 | 15 | 201 | 16 | 201 | 17 | 2018 | |
|-----------|----|----------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Time of D | ау | | Total Crashes | Fatal Crashes |
| Midnight | - | 2:59 AM | 50 | 0 | 41 | 1 | 40 | 0 | 28 | 0 | 31 | 0 |
| 3:00 AM | - | 5:59 AM | 45 | 0 | 36 | 1 | 49 | 0 | 59 | 0 | 52 | 0 |
| 6:00 AM | - | 8:59 AM | 143 | 0 | 129 | 0 | 124 | 0 | 140 | 1 | 145 | 0 |
| 9:00 AM | - | 11:59 AM | 108 | 1 | 133 | 0 | 77 | 0 | 110 | 1 | 98 | 0 |
| Noon | - | 2:59 PM | 127 | 0 | 123 | 0 | 143 | 0 | 143 | 0 | 144 | 1 |
| 3:00 PM | - | 5:59 PM | 135 | 0 | 116 | 0 | 133 | 0 | 163 | 0 | 165 | 0 |
| 6:00 PM | - | 8:59 PM | 124 | 1 | 123 | 0 | 119 | 0 | 117 | 1 | 119 | 0 |
| 9:00 PM | - | 11:59 PM | 98 | 0 | 94 | 0 | 93 | 1 | 98 | 0 | 103 | 0 |
| Unknown | | | 2 | 0 | 3 | 0 | 1 | 0 | 3 | 0 | 0 | 0 |
| Total | | | 832 | 2 | 798 | 2 | 779 | 1 | 861 | 3 | 857 | 1 |

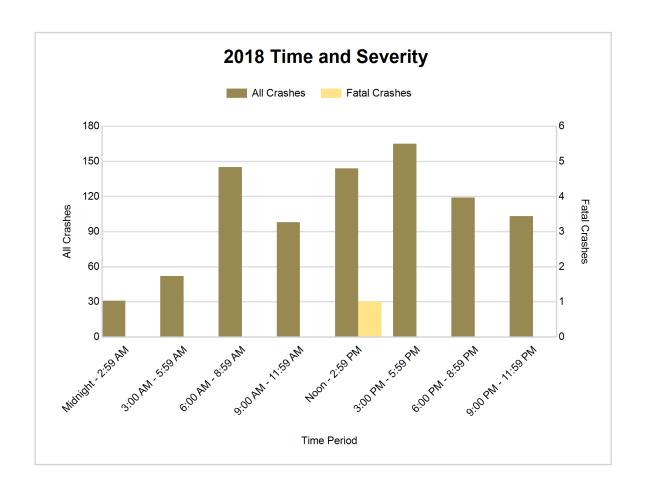
Note: † Indicates that the highest number of total crashes reported in the 5-year period occurred in the same time period





2018 - Time and Severity

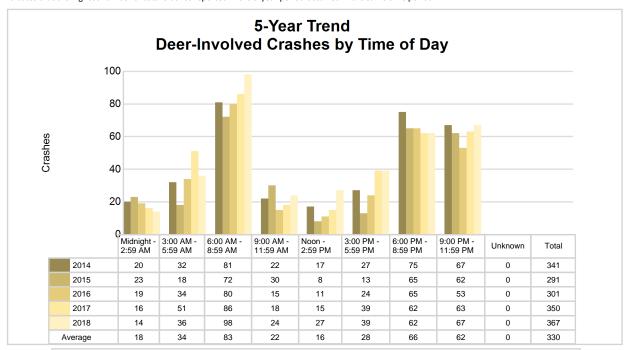
| | | • | | | | | | | |
|-----------|------------|---------|---------------|---------|---------------|------|------------|----|----------------|
| | | All Cra | ashes | Fatal C | crashes | Inju | ıry Crashe | s | PDO Crashes |
| Time of D | ay | Number | % of Total | Number | % of Fatal | Α | В | С | Number |
| Midnight | - 2:59 AM | 31 | 3.6 | 0 | 0.0 | 1 | 1 | 2 | 27 |
| 3:00 AM | - 5:59 AM | 52 | 6.1 | 0 | 0.0 | 0 | 0 | 3 | 49 |
| 6:00 AM | - 8:59 AM | 145 | 16.9 | 0 | 0.0 | 1 | 3 | 4 | 137 |
| 9:00 AM | - 11:59 AM | 98 | 11.4 | 0 | 0.0 | 1 | 4 | 12 | 81 |
| Noon | - 2:59 PM | 144 | 16.8 | 1 | 100.0 | 3 | 7 | 15 | 118 |
| 3:00 PM | - 5:59 PM | 165 | 19.3 | 0 | 0.0 | 9 | 10 | 15 | 131 |
| 6:00 PM | - 8:59 PM | 119 | 13.9 | 0 | 0.0 | 1 | 4 | 9 | 105 |
| 9:00 PM | - 11:59 PM | 103 | 12.0 | 0 | 0.0 | 1 | 3 | 4 | 95 |
| Unknown | | 0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 |
| Total | | 857 | 100.0 | 1 | 100.0 | 17 | 32 | 64 | 743 |

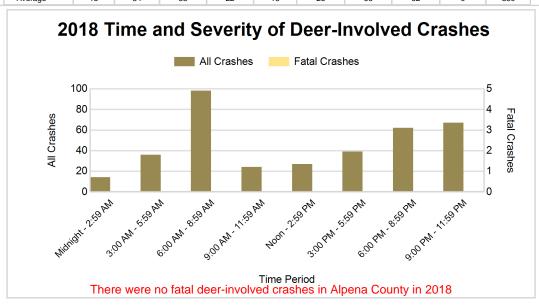


5-Year Trend - Deer-Involved Crashes by Time of Day

| | | | 20 | 14 | 20 | 15 | 20 | 16 | 20 | 17 | 2018 | |
|------------|----|----------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Time of Da | ay | | Total Crashes | Fatal Crashes |
| Midnight | - | 2:59 AM | 20 | 0 | 23 | 0 | 19 | 0 | 16 | 0 | 14 | 0 |
| 3:00 AM | - | 5:59 AM | 32 | 0 | 18 | 0 | 34 | 0 | 51 | 0 | 36 | 0 |
| 6:00 AM | - | 8:59 AM | 81 † | 0 | 72 † | 0 | 80 † | 0 | 86 † | 0 | 98 † | 0 |
| 9:00 AM | - | 11:59 AM | 22 | 0 | 30 | 0 | 15 | 0 | 18 | 0 | 24 | 0 |
| Noon | - | 2:59 PM | 17 | 0 | 8 | 0 | 11 | 0 | 15 | 0 | 27 | 0 |
| 3:00 PM | - | 5:59 PM | 27 | 0 | 13 | 0 | 24 | 0 | 39 | 0 | 39 | 0 |
| 6:00 PM | - | 8:59 PM | 75 | 0 | 65 | 0 | 65 | 0 | 62 | 0 | 62 | 0 |
| 9:00 PM | - | 11:59 PM | 67 | 0 | 62 | 0 | 53 | 0 | 63 | 0 | 67 | 0 |
| Unknown | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 341 | 0 | 291 | 0 | 301 | 0 | 350 | 0 | 367 | 0 |

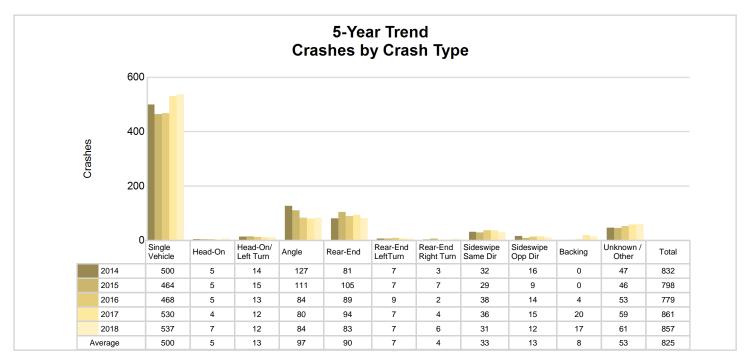
Note: † Indicates that the highest number of total crashes reported in the 5-year period occurred in the same time period





5-Year Trend - Crashes by Crash Type

| | 20 | 14 | 2015 | | 2016 | | 20 | 17 | 2018 | |
|------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Crash Type | Total Crashes | Fatal Crashes |
| Single motor vehicle | 500 | 1 | 464 | 2 | 468 | 1 | 530 | 3 | 537 | 0 |
| Head-on | 5 | 0 | 5 | 0 | 5 | 0 | 4 | 0 | 7 | 1 |
| Head-on / left turn | 14 | 1 | 15 | 0 | 13 | 0 | 12 | 0 | 12 | 0 |
| Angle | 127 | 0 | 111 | 0 | 84 | 0 | 80 | 0 | 84 | 0 |
| Rear-end | 81 | 0 | 105 | 0 | 89 | 0 | 94 | 0 | 83 | 0 |
| Rear-end left turn | 7 | 0 | 7 | 0 | 9 | 0 | 7 | 0 | 7 | 0 |
| Rear-end right turn | 3 | 0 | 7 | 0 | 2 | 0 | 4 | 0 | 6 | 0 |
| Sideswipe same direction | 32 | 0 | 29 | 0 | 38 | 0 | 36 | 0 | 31 | 0 |
| Sideswipe opposite direction | 16 | 0 | 9 | 0 | 14 | 0 | 15 | 0 | 12 | 0 |
| Backing | 0 | 0 | 0 | 0 | 4 | 0 | 20 | 0 | 17 | 0 |
| Other / Unknown | 47 | 0 | 46 | 0 | 53 | 0 | 59 | 0 | 61 | 0 |
| Uncoded and Errors | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 832 | 2 | 798 | 2 | 779 | 1 | 861 | 3 | 857 | 1 |

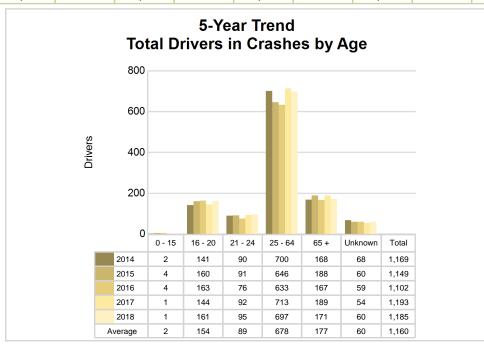


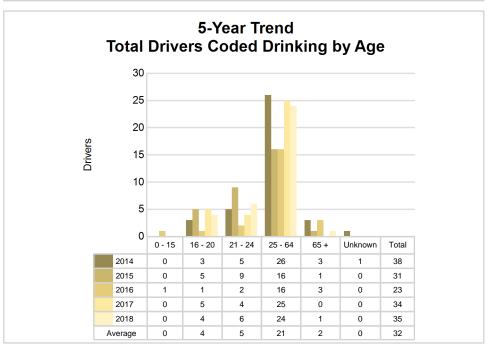
2018 - Reported Motor Vehicle Crashes by Municipality

| | | | | | | Cras | hes | | | | | Pers | ons |
|----------------------|-------|-------|--------|--------------------|-----------------|-------------|----------------|-----------------|----------------------|-------------------|-------------------|------------|----------|
| Municipality | Total | Fatal | Injury | Property Damage | Inter- state | US Route | State Route | Local Street | Alcohol- Involved | Drug- Involved | Deer- Involved | Fatalities | Injuries |
| Alpena | 239 | 0 | 49 | 190 | 0 | 71 | 25 | 143 | 11 | 8 | 19 | 0 | 54 |
| Alpena Twp. | 206 | 0 | 34 | 172 | 0 | 89 | 21 | 96 | 7 | 4 | 62 | 0 | 41 |
| Green Twp. | 67 | 0 | 7 | 60 | 0 | 0 | 57 | 10 | 3 | 3 | 49 | 0 | 9 |
| Hillman | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Long Rapids Twp. | 38 | 0 | 1 | 37 | 0 | 0 | 24 | 14 | 0 | 0 | 30 | 0 | 2 |
| Maple Ridge Twp. | 43 | 0 | 4 | 39 | 0 | 0 | 0 | 43 | 1 | 0 | 33 | 0 | 5 |
| Ossineke Twp. | 59 | 0 | 4 | 55 | 0 | 0 | 23 | 36 | 2 | 0 | 46 | 0 | 4 |
| Sanborn Twp. | 67 | 0 | 6 | 61 | 0 | 36 | 0 | 31 | 7 | 0 | 39 | 0 | 8 |
| Wellington Twp. | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 7 | 0 | 0 |
| Wilson Twp. | 128 | 1 | 8 | 119 | 0 | 0 | 49 | 78 | 5 | 3 | 82 | 1 | 10 |
| Unknown Community | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 857 | 1 | 113 | 743 | 0 | 196 | 199 | 461 | 36 | 18 | 367 | 1 | 133 |

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

| | 20 | 14 | 20 | 15 | 20 | 16 | 20 | 17 | 20 | 18 |
|------------|--------------------------------|---------------------------------------|--------------------------------|---------------------------------------|--------------------------------|---------------------------------------|--------------------------------|---------------------------------------|--------------------------------|---------------------------------------|
| Driver Age | Total Drivers in Crashes | Total Drivers Coded Drinking |
| 0 - 15 | 2 | 0 | 4 | 0 | 4 | 1 | 1 | 0 | 1 | 0 |
| 16 - 20 | 141 | 3 | 160 | 5 | 163 | 1 | 144 | 5 | 161 | 4 |
| 21 - 24 | 90 | 5 | 91 | 9 | 76 | 2 | 92 | 4 | 95 | 6 |
| 25 - 64 | 700 | 26 | 646 | 16 | 633 | 16 | 713 | 25 | 697 | 24 |
| 65 + | 168 | 3 | 188 | 1 | 167 | 3 | 189 | 0 | 171 | 1 |
| Unknown | 68 | 1 | 60 | 0 | 59 | 0 | 54 | 0 | 60 | 0 |
| Total | 1,169 | 38 | 1,149 | 31 | 1,102 | 23 | 1,193 | 34 | 1,185 | 35 |





2018 - Bodily Alcohol Concentration (BAC) Results Among All Vehicle Drivers in Alcohol-Involved Crashes by Age

| | | Dri | vers | | BAC F | Result Rang | ge for Drive | ers Coded | Drinking |
|-----------|--------------------------------------------------------|-------------------------------------------------|--------------------------------------------------|---------------------------------------|---------------|-------------|-------------------------------------|----------------------------------|------------------------|
| Age Group | Total Drivers in Alcohol- Involved Crashes | Total Drivers Tested in all Crashes | Total Drivers Coded Drinking, Tested | Total Drivers Coded Drinking | BAC = 0.00 | to | 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 | 7 | 4 | 4 | 4 | 0 | 2 | 0 | 1 | 1 |
| 21 - 24 | 6 | 7 | 5 | 6 | 0 | 1 | 1 | 2 | 2 |
| 25 - 64 | 29 | 28 | 21 | 24 | 0 | 5 | 5 | 5 | 9 |
| 65 + | 2 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| Unknown | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 50 | 42 | 31 | 35 | 0 | 9 | 6 | 8 | 12 |

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 2018, there were 50 drivers in alcohol-involved crashes; 35 (70.0%) of those drivers were coded as had-been-drinking by the officer on the crash form.

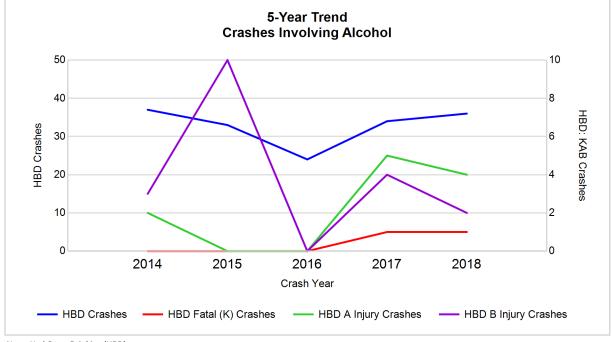
- 14 (40.0%) of the 35 drivers had a blood alcohol concentration (BAC) of 0.08 g/dL (grams per deciliter) or greater, and 8 (57.1%) of the 14 drivers had a BAC at or above 0.17 g/dL.
- 31 (88.6%) of the 35 drivers were coded as hadbeen-drinking and were tested for alcohol consumption.

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 |
|------|----------------|----------------|----------|------------------|----------------------|----------|---------------------|----------------------------|----------|---------------------|----------------------------|-------|
| 2014 | 832 | 37 | 4.4 | 2 | 0 | 0.0 | 9 | 2 | 22.2 | 30 | 3 | 10.0 |
| 2015 | 798 | 33 | 4.1 | 2 | 0 | 0.0 | 12 | 0 | 0.0 | 36 | 10 | 27.8 |
| 2016 | 779 | 24 | 3.1 | 1 | 0 | 0.0 | 5 | 0 | 0.0 | 30 | 0 | 0.0 |
| 2017 | 861 | 34 | 3.9 | 3 | 1 | 33.3 | 15 | 5 | 33.3 | 35 | 4 | 11.4 |
| 2018 | 857 | 36 | 4.2 | 1 | 1 | 100.0** | 17** | 4 | 23.5 | 32 | 2 | 6.3 |

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



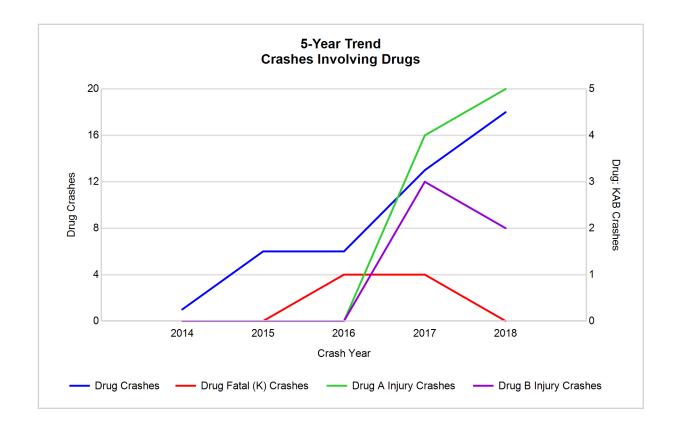
Note: Had-Been-Drinking (HBD)

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 |
|------|----------------|-----------------|-----------|------------------|--------------------------|-----------|---------------------|-----------------------------|-----------|---------------------|-----------------------------|-----------|
| 2014 | 832 | 1 | 0.1 | 2 | 0 | 0.0 | 9 | 0 | 0.0 | 30 | 0 | 0.0 |
| 2015 | 798 | 6 | 0.8 | 2 | 0 | 0.0 | 12 | 0 | 0.0 | 36 | 0 | 0.0 |
| 2016 | 779 | 6 | 0.8 | 1 | 1 | 100.0 | 5 | 0 | 0.0 | 30 | 0 | 0.0 |
| 2017 | 861 | 13 | 1.5 | 3 | 1 | 33.3 | 15 | 4 | 26.7 | 35 | 3 | 8.6 |
| 2018 | 857 | 18** | 2.1** | 1 | 0 | 0.0 | 17** | 5** | 29.4** | 32 | 2 | 6.3 |

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

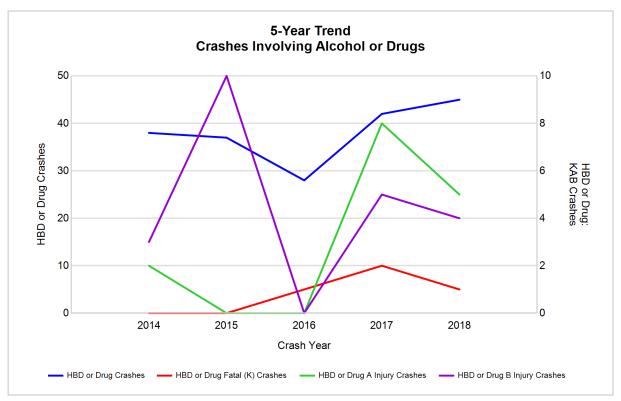
^{**} Indicates that the most recent year is the highest number or percentage reported in the 5-year period in that column



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 |
|------|----------------|------------------------|------------------|------------------|------------------------------|------------------|---------------------|------------------------------------|------------------|---------------------|------------------------------------|------------------|
| 2014 | 832 | 38 | 4.6 | 2 | 0 | 0.0 | 9 | 2 | 22.2 | 30 | 3 | 10.0 |
| 2015 | 798 | 37 | 4.6 | 2 | 0 | 0.0 | 12 | 0 | 0.0 | 36 | 10 | 27.8 |
| 2016 | 779 | 28 | 3.6 | 1 | 1 | 100.0 | 5 | 0 | 0.0 | 30 | 0 | 0.0 |
| 2017 | 861 | 42 | 4.9 | 3 | 2 | 66.7 | 15 | 8 | 53.3 | 35 | 5 | 14.3 |
| 2018 | 857 | 45** | 5.3** | 1 | 1 | 100.0 | 17** | 5 | 29.4 | 32 | 4 | 12.5 |

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



Note: Had-Been-Drinking (HBD)

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

2018 - Restraints Worn Among Vehicle Drivers and Injured Passengers by Vehicle Type

| | Tota | I Occupa | nts | | Fatalities | | A - Su | spected Se | rious | B - Su | spected N | /linor | C - P | ossible In | jury | I | No Injury | |
|-------------------------------------------------------------|-------|-------------------|-------|-------|-------------------|-------|--------|-------------------|-------|--------|-------------------|--------|-------|-------------------|-------|-------|-------------------|-------|
| Vehicle Type | Total | Used Restraint | % | Total | Used Restraint | % | Total | Used Restraint | % | Total | Used Restraint | % | Total | Used Restraint | % | Total | Used Restraint | % |
| Passenger car, SUV, van | 822 | 776 | 94.4 | 1 | 1 | 100.0 | 9 | 7 | 77.8 | 23 | 21 | 91.3 | 57 | 54 | 94.7 | 697 | 693 | 99.4 |
| Motor home | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 |
| Pickup truck | 312 | 298 | 95.5 | 0 | 0 | 0.0 | 4 | 3 | 75.0 | 8 | 7 | 87.5 | 16 | 15 | 93.8 | 278 | 273 | 98.2 |
| Small truck under 10,000 lbs. GVWR | 13 | 12 | 92.3 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 1 | 1 | 100.0 | 12 | 11 | 91.7 |
| Motorcycle | 7 | 3 | 42.9 | 0 | 0 | 0.0 | 3 | 0 | 0.0 | 1 | 1 | 100.0 | 0 | 0 | 0.0 | 3 | 2 | 66.7 |
| Moped / goped | 2 | 2 | 100.0 | 0 | 0 | 0.0 | 1 | 1 | 100.0 | 0 | 0 | 0.0 | 1 | 1 | 100.0 | 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 | 1 | 1 | 100.0 | 0 | 0 | 0.0 |
| Off-Road Vehicle - ORV / All-Terrain Vehicle - ATV | 2 | 1 | 50.0 | 0 | 0 | 0.0 | 1 | 1 | 100.0 | 0 | 0 | 0.0 | 1 | 0 | 0.0 | 0 | 0 | 0.0 |
| Other | 4 | 2 | 50.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 4 | 2 | 50.0 |
| Truck/bus over 10,000 lbs. | 21 | 21 | 100.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 21 | 21 | 100.0 |
| Unknown | 22 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 |
| Total | 1,206 | 1,116 | 92.5 | 1 | 1 | 0.0 | 18 | 12 | 66.7 | 32 | 29 | 90.6 | 77 | 72 | 93.5 | 1,015 | 1,002 | 98.7 |

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.

2018 - Restraints Worn Among Vehicle Drivers and Injured Passengers by Age

| 2010 1103 | | WOIII AII | | | | | , | | <u> </u> | , , | | | | | | | | |
|-----------|-------|-------------------|------|-------|-------------------|-------|--------|-------------------|----------|--------|-------------------|--------|-------|-------------------|-------|-------|-------------------|-------|
| | Tota | al Occupar | nts | 1 | Fatalities | | A - Su | spected Se | rious | B - Su | spected N | /linor | C - P | ossible In | jury | 1 | No Injury | |
| Age Group | Total | Used Restraint | % | Total | Used Restraint | % | Total | Used Restraint | % | Total | Used Restraint | % | Total | Used Restraint | % | Total | Used Restraint | % |
| 0 - 15 | 5 | 3 | 60.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 3 | 2 | 66.7 | 1 | 0 | 0.0 | 1 | 1 | 100.0 |
| 16 - 20 | 163 | 160 | 98.2 | 0 | 0 | 0.0 | 2 | 2 | 100.0 | 3 | 3 | 100.0 | 9 | 8 | 88.9 | 148 | 147 | 99.3 |
| 21 - 24 | 96 | 91 | 94.8 | 0 | 0 | 0.0 | 2 | 1 | 50.0 | 1 | 1 | 100.0 | 2 | 2 | 100.0 | 91 | 87 | 95.6 |
| 25 - 64 | 708 | 690 | 97.5 | 0 | 0 | 0.0 | 9 | 6 | 66.7 | 17 | 15 | 88.2 | 50 | 47 | 94.0 | 630 | 622 | 98.7 |
| 65 + | 174 | 172 | 98.9 | 1 | 1 | 100.0 | 5 | 3 | 60.0 | 8 | 8 | 100.0 | 15 | 15 | 100.0 | 145 | 145 | 100.0 |
| Unknown | 60 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 |
| Total | 1,206 | 1,116 | 92.5 | 1 | 1 | 0.0 | 18 | 12 | 66.7 | 32 | 29 | 90.6 | 77 | 72 | 93.5 | 1,015 | 1,002 | 98.7 |

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

| | | 2014 | | | 2015 | | | 2016 | | | 2017 | | | 2018 | |
|-------------------------------------------------------|---------|------------------|--------------------|---------|------------------|--------------------|---------|------------------|--------------------|---------|------------------|--------------------|---------|------------------|--------------------|
| Restraint Use | Drivers | Fatal Drivers | Injured Drivers |
| No belts available | 9 | 0 | 0 | 7 | 0 | 0 | 3 | 0 | 1 | 4 | 0 | 2 | 3 | 0 | 0 |
| Shoulder belt only used | 7 | 0 | 3 | 5 | 0 | 2 | 10 | 0 | 2 | 12 | 0 | 2 | 10 | 0 | 2 |
| Lap belt only used | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 1 |
| Both lap & shoulder belts used | 1,007 | 2 | 77 | 1,028 | 1 | 90 | 995 | 0 | 87 | 1,090 | 2 | 102 | 1,079 | 1 | 89 |
| No belts used | 10 | 0 | 6 | 5 | 0 | 4 | 11 | 0 | 4 | 7 | 0 | 2 | 4 | 0 | 3 |
| Child restraint used | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Child restraint not used, unavailable or improper use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Restraint failure | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Restraint use unknown | 122 | 0 | 6 | 83 | 1 | 7 | 65 | 0 | 2 | 27 | 0 | 2 | 25 | 0 | 3 |
| Helmet worn | 3 | 0 | 2 | 8 | 0 | 6 | 3 | 0 | 3 | 3 | 0 | 1 | 7 | 0 | 5 |
| Helmet not worn | 1 | 0 | 1 | 5 | 0 | 4 | 4 | 1 | 2 | 7 | 1 | 4 | 4 | 0 | 3 |
| Helmet use unknown | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Uncoded & errors | 8 | 0 | 0 | 5 | 0 | 0 | 6 | 0 | 0 | 40 | 0 | 0 | 49 | 0 | 0 |
| Total | 1,169 | 2 | 95 | 1,149 | 2 | 113 | 1,102 | 1 | 102 | 1,193 | 3 | 115 | 1,185 | 1 | 106 |

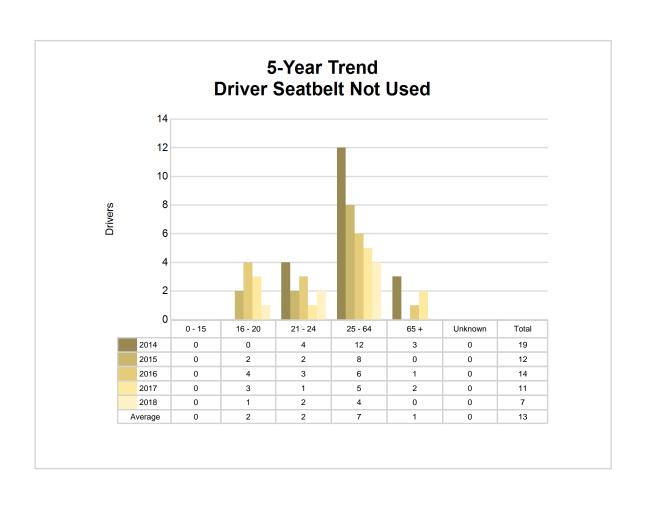
5-Year Trend - Restraint Use Among Drivers Coded Drinking

| | | 2014 | | | 2015 | | | 2016 | | | 2017 | | | 2018 | |
|-------------------------------------------------------------|---------|------------------|--------------------|---------|------------------|--------------------|---------|------------------|--------------------|---------|------------------|--------------------|---------|------------------|--------------------|
| Restraint Use | Drivers | Fatal Drivers | Injured Drivers |
| No belts available | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shoulder belt only used | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 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 | 27 | 0 | 6 | 21 | 0 | 6 | 20 | 0 | 4 | 27 | 0 | 6 | 27 | 1 | 6 |
| No belts used | 4 | 0 | 4 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 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 | 0 | 0 | 0 |
| Restraint failure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Restraint use unknown | 6 | 0 | 2 | 8 | 0 | 5 | 2 | 0 | 1 | 2 | 0 | 1 | 6 | 0 | 2 |
| Helmet worn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Helmet not worn | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 |
| Helmet use unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Uncoded & errors | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 38 | 0 | 13 | 31 | 0 | 13 | 23 | 0 | 5 | 34 | 1 | 9 | 35 | 1 | 10 |

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

| | | 2014 | | | 2015 | | | 2016 | | | 2017 | | | 2018 | |
|-----------|---------|------------------|--------------------|---------|------------------|--------------------|---------|------------------|--------------------|---------|------------------|--------------------|---------|------------------|--------------------|
| Age Group | Drivers | Fatal Drivers | Injured Drivers |
| 0 - 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 - 20 | 0 | 0 | 0 | 2 | 0 | 1 | 4 | 0 | 1 | 3 | 0 | 1 | 1 | 0 | 0 |
| 21 - 24 | 4 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 |
| 25 - 64 | 12 | 0 | 4 | 8 | 0 | 2 | 6 | 0 | 2 | 5 | 0 | 2 | 4 | 0 | 3 |
| 65 + | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 19 | 0 | 6 | 12 | 0 | 4 | 14 | 0 | 5 | 11 | 0 | 4 | 7 | 0 | 3 |

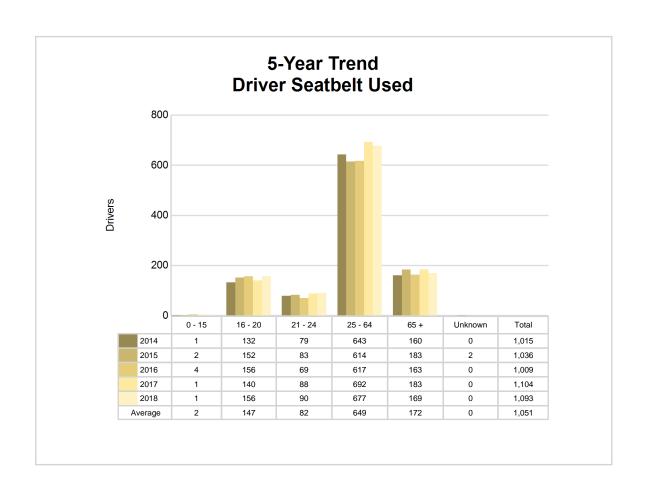
Note: Seatbelt Not Used includes no belts available or no belts used.



5-Year Trend - Seatbelt Used Among Drivers by Age

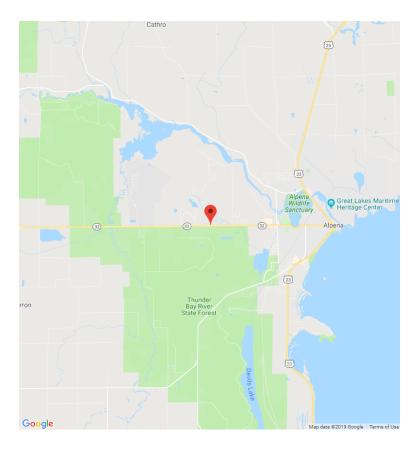
| | | 2014 | | | 2015 | | | 2016 | | | 2017 | | | 2018 | |
|-----------|---------|------------------|--------------------|---------|------------------|--------------------|---------|------------------|--------------------|---------|------------------|--------------------|---------|------------------|--------------------|
| Age Group | Drivers | Fatal Drivers | Injured Drivers |
| 0 - 15 | 1 | 0 | 0 | 2 | 0 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| 16 - 20 | 132 | 1 | 9 | 152 | 0 | 22 | 156 | 0 | 25 | 140 | 0 | 15 | 156 | 0 | 9 |
| 21 - 24 | 79 | 0 | 5 | 83 | 0 | 5 | 69 | 0 | 6 | 88 | 0 | 13 | 90 | 0 | 3 |
| 25 - 64 | 643 | 0 | 43 | 614 | 1 | 41 | 617 | 0 | 42 | 692 | 1 | 54 | 677 | 0 | 57 |
| 65 + | 160 | 1 | 23 | 183 | 0 | 23 | 163 | 0 | 17 | 183 | 1 | 22 | 169 | 1 | 23 |
| Unknown | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,015 | 2 | 80 | 1,036 | 1 | 92 | 1,009 | 0 | 90 | 1,104 | 2 | 104 | 1,093 | 1 | 92 |

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



5-Year Trend - Drivers in Crashes by Hazardous Action

| | 20 | 14 | 20 | 15 | 20 | 16 | 20 | 17 | 20 | 18 |
|------------------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| Hazardous Action | Total Drivers in Crashes | Drivers in Fatal Crashes |
| None | 670 | 1 | 649 | 0 | 638 | 0 | 685 | 0 | 701 | 1 |
| Speed too fast | 100 | 1 | 104 | 1 | 87 | 0 | 116 | 1 | 107 | 0 |
| Speed too slow | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 |
| Failed to yield | 102 | 0 | 104 | 0 | 86 | 0 | 94 | 0 | 110 | 0 |
| Disregard traffic control | 21 | 1 | 31 | 0 | 20 | 0 | 21 | 0 | 17 | 0 |
| Drove wrong way | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Drove left of center | 4 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 8 | 0 |
| Improper passing | 3 | 0 | 7 | 0 | 3 | 0 | 7 | 0 | 5 | 0 |
| Improper lane use | 6 | 0 | 6 | 0 | 8 | 0 | 5 | 0 | 7 | 0 |
| Improper turn | 14 | 0 | 4 | 0 | 9 | 0 | 8 | 0 | 4 | 0 |
| Improper/no signal | 2 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |
| Improper backing | 43 | 0 | 28 | 0 | 30 | 0 | 34 | 0 | 24 | 0 |
| Unable to stop in assured clear distance | 77 | 0 | 94 | 0 | 88 | 0 | 93 | 0 | 76 | 0 |
| Other | 48 | 0 | 38 | 0 | 35 | 0 | 34 | 1 | 28 | 0 |
| Unknown | 40 | 0 | 38 | 0 | 43 | 1 | 15 | 1 | 15 | 1 |
| Reckless driving | 2 | 0 | 6 | 0 | 7 | 0 | 7 | 0 | 3 | 0 |
| Careless/negligent driving | 31 | 0 | 35 | 1 | 37 | 0 | 29 | 0 | 29 | 0 |
| Uncoded & errors | 0 | 0 | 0 | 0 | 4 | 0 | 40 | 0 | 48 | 0 |
| Total | 1,169 | 3 | 1,149 | 2 | 1,102 | 1 | 1,193 | 3 | 1,185 | 2 |



The picture above represents all 2018 alcohol-involved fatal crashes in Alpena County. In 2018, there were 36 alcohol-involved crashes in Alpena County:

- 1 K Fatal Crash
- 4 A Suspected Serious Injury Crashes
- 2 B Suspected Minor Injury Crashes
- 5 C Possible Injury Crashes
- 24 O Property Damage Only/No Injury Crashes

Office of Highway Safety Planning

Physical Address: 7150 Harris Drive Dimondale, Michigan 48821

Mailing Address: P.O. Box 30634 Lansing, Michigan 48909

Phone: (517) 284-3112 Fax: (517) 284-3151

Find us on the web: MichiganTrafficCrashFacts.org

