May 2019
Revised 9/16/2019

MICHIGAN
Office of Highway Safety Planning

2018

MTCF
Michigan Traffic Crash Facts

# Michigan Traffic Crash Facts

## Reporting Criteria

Please pay particular attention to the wording when interpreting the three levels of data gathered for this report.

**Crash**
The Crash Level analyzes data related to crash events and returns one result per crash.

Examples: Time, weather, and location.

**Units**
The Units Level analyzes the experience of the units in the crash and returns one result per vehicle, driver, pedestrian, bicyclist, or train.

Examples: Vehicle type, driver condition, and unit events.

**People**
The People Level analyzes the experience of the people involved in the crash and returns one result per occupant/person/party.

Examples: Age, injury severity, and seat belt or helmet use.

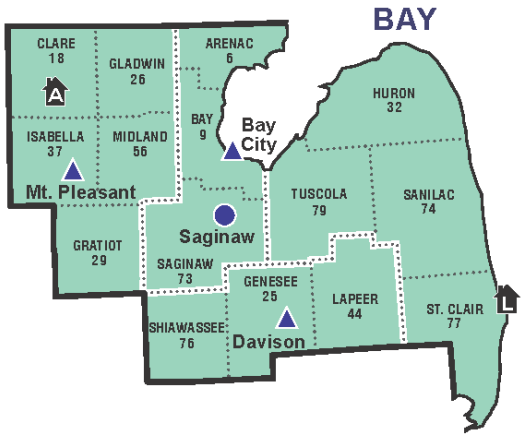
**KABCO Injury Indicator:**
K = Killed
A = Suspected Serious Injury
B = Suspected Minor Injury
C = Possible Injury
O = No Injury
Property Damage Only (PDO)

UMTRI
University of Michigan
Transportation Research Institute

## MDOT Region - Bay

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

Beginning October 2015, MDOT Region - Bay is comprised of Arenac, Bay, Clare, Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland, Saginaw, St. Clair, Sanilac, Shiawassee, and Tuscola 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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# MDOT Region - Bay



## MDOT Region - Bay Experience

In 2018:

There were 63,545 drivers involved in 42,391 motor vehicle crashes in MDOT Region Bay. Of those crashes, 160 were classified as fatal, resulting in 169 fatalities. An additional 9,744 persons were injured.

MDOT Region Bay experienced the highest number of motor vehicle crashes (5,156) in November, the highest number of fatal crashes (25) and the highest number of persons killed (25) in August.

Michigan driver statistics indicate 6.4 percent of licensed drivers in MDOT Region Bay were age 16-20, and 11.3 percent of drivers in crashes were also in that age group.

### 2018 - Crashes and Injuries by Month

| Month | Crashes | | | | Persons | |
|---|---|---|---|---|---|---|
| | Total | Fatal | Injury | Property Damage Only (PDO) | Fatalities | Injuries |
| January | 4,409 | 8 | 610 | 3,791 | 8 | 795 |
| February | 3,529 | 11 | 499 | 3,019 | 11 | 686 |
| March | 3,442 | 11 | 558 | 2,873 | 12 | 750 |
| April | 3,057 | 15 | 501 | 2,541 | 16 | 702 |
| May | 2,932 | 14 | 595 | 2,323 | 15 | 824 |
| June | 3,257 | 9 | 632 | 2,616 | 9 | 901 |
| July | 2,829 | 9 | 602 | 2,218 | 10 | 889 |
| August | 2,797 | 25 | 636 | 2,136 | 25 | 902 |
| September | 2,969 | 21 | 615 | 2,333 | 23 | 867 |
| October | 4,367 | 14 | 592 | 3,761 | 15 | 811 |
| November | 5,156 | 15 | 625 | 4,516 | 16 | 867 |
| December | 3,647 | 8 | 550 | 3,089 | 9 | 750 |
| **Total** | **42,391** | **160** | **7,015** | **35,216** | **169** | **9,744** |

### 2018 - Driver Statistics

| Age Group | MDOT Region - Bay | | | Driver Rates | |
|---|---|---|---|---|---|
| | 2018 Population | Licensed Drivers | Drivers in Crashes | Per 10k Population | Per 10k Licensed |
| 0 - 15 | 259,054 | 7,454 | 98 | 3.8 | 131.5 |
| 16 - 20 | 92,883 | 66,216 | 7,208 | 776.0 | 1,088.6 |
| 21 - 24 | 74,461 | 62,195 | 6,033 | 810.2 | 970.0 |
| 25 - 64 | 717,106 | 659,596 | 39,162 | 546.1 | 593.7 |
| 65 + | 264,037 | 238,781 | 7,467 | 282.8 | 312.7 |
| Unknown | 0 | 0 | 3,577 | - - | - - |
| **Total** | **1,407,541** | **1,034,242** | **63,545** | **451.5** | **614.4** |

### 2018 - 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 | 49,502 | 77.9 | 182 | 66.2 | 9,412 | 39,908 |
| Motor home | 157 | 0.2 | 1 | 0.4 | 27 | 129 |
| Pickup truck | 10,453 | 16.4 | 41 | 14.9 | 1,823 | 8,589 |
| Small truck under 10,000 lbs. GVWR | 362 | 0.6 | 0 | 0.0 | 60 | 302 |
| Motorcycle | 413 | 0.6 | 21 | 7.6 | 319 | 73 |
| Moped / goped | 36 | 0.1 | 0 | 0.0 | 30 | 6 |
| Go-cart / golf cart | 5 | 0.0 | 0 | 0.0 | 2 | 3 |
| Snowmobile | 3 | 0.0 | 0 | 0.0 | 3 | 0 |
| Off-Road Vehicle - ORV / All-Terrain Vehicle - ATV | 58 | 0.1 | 5 | 1.8 | 42 | 11 |
| Other | 273 | 0.4 | 0 | 0.0 | 50 | 223 |
| Truck/bus over 10,000 lbs. | 1,465 | 2.3 | 22 | 8.0 | 269 | 1,174 |
| Unknown | 818 | 1.3 | 3 | 1.1 | 73 | 742 |
| **Total** | **63,545** | **100.0** | **275** | **100.0** | **12,110** | **51,160** |

# MDOT Region - Bay (continued)

### 5-Year Trend - Crashes by Month

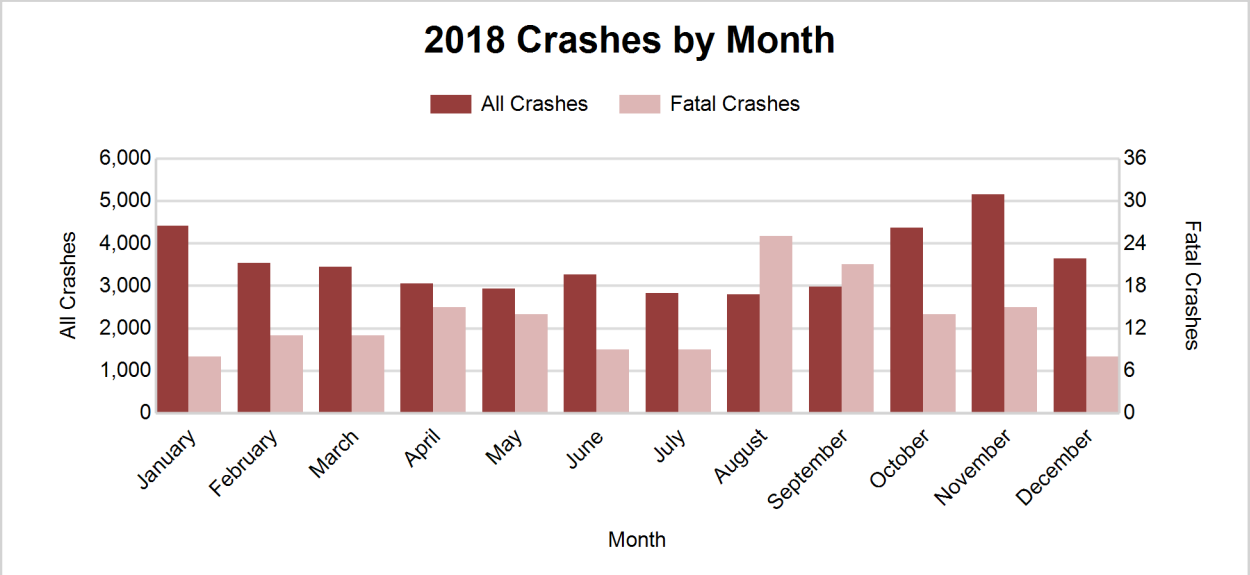
| Month | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes |
| January | 4,904 | 8 | 4,395 | 7 | 4,055 | 13 | 3,684 | 13 | 4,409 | 8 |
| February | 3,597 | 9 | 3,222 | 3 | 3,790 | 7 | 2,590 | 5 | 3,529 | 11 |
| March | 3,314 | 6 | 2,797 | 8 | 3,062 | 8 | 3,365 | 12 | 3,442 | 11 |
| April | 2,467 | 7 | 2,618 | 9 | 2,925 | 5 | 2,752 | 9 | 3,057 | 15 |
| May | 2,760 | 8 | 3,067 | 12 | 2,898 | 10 | 3,129 | 11 | 2,932 | 14 |
| June | 3,030 | 18 | 3,139 | 13 | 3,076 | 13 | 3,325 | 19 | 3,257 | 9 |
| July | 2,594 | 18 | 2,844 | 26 | 2,938 | 15 | 3,012 | 19 | 2,829 | 9 |
| August | 2,560 | 16 | 2,596 | 13 | 2,920 | 14 | 2,845 | 17 | 2,797 | 25 |
| September | 2,853 | 8 | 2,998 | 15 | 3,264 | 16 | 3,181 | 14 | 2,969 | 21 |
| October | 4,190 | 8 | 4,304 | 18 | 4,125 | 19 | 4,635 | 14 | 4,367 | 14 |
| November | 5,027 | 10 | 4,961 | 17 | 4,705 | 11 | 4,544 | 16 | 5,156 | 15 |
| December | 3,295 | 10 | 3,692 | 10 | 4,479 | 15 | 5,531 | 11 | 3,647 | 8 |
| **Total** | **40,591** | **126** | **40,633** | **151** | **42,237** | **146** | **42,593** | **160** | **42,391** | **160** |

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 | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes |
| Monday | 5,433 | 11 | 5,824 | 17 | 5,958 | 19 | 6,124 | 21 | 6,326 | 17 |
| Tuesday | 5,892 | 17 | 6,156 | 23 | 6,284 | 12 | 6,435 | 23 | 6,328 | 23 |
| Wednesday | 6,400 | 11 | 6,116 | 19 | 6,718 | 19 | 6,282 | 20 | 6,245 | 26 |
| Thursday | 6,581 | 19 | 6,014 | 16 | 6,206 | 21 | 6,508 | 24 | 6,409 | 22 |
| Friday | 6,818 † | 17 | 6,363 † | 26 | 6,847 † | 26 | 6,924 † | 21 | 7,123 † | 20 |
| Saturday | 5,062 | 26 | 5,661 | 30 | 5,426 | 28 | 5,710 | 26 | 5,443 | 23 |
| Sunday | 4,405 | 25 | 4,499 | 20 | 4,798 | 21 | 4,610 | 25 | 4,517 | 29 |
| **Total** | **40,591** | **126** | **40,633** | **151** | **42,237** | **146** | **42,593** | **160** | **42,391** | **160** |

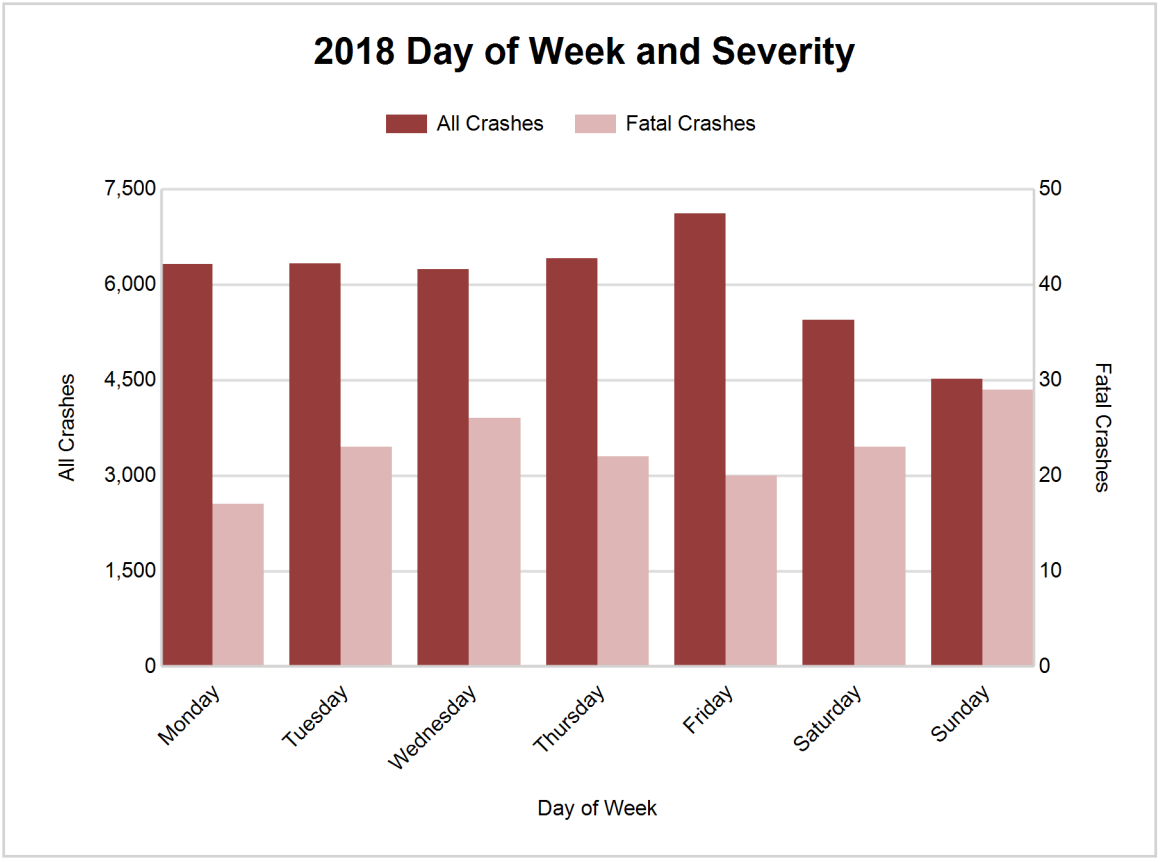
Note: † Indicates that the highest number of total crashes reported in the 5-year period occurred on the same day of the week



# MDOT Region - Bay (continued)

**2018 - Crashes by Day of Week**

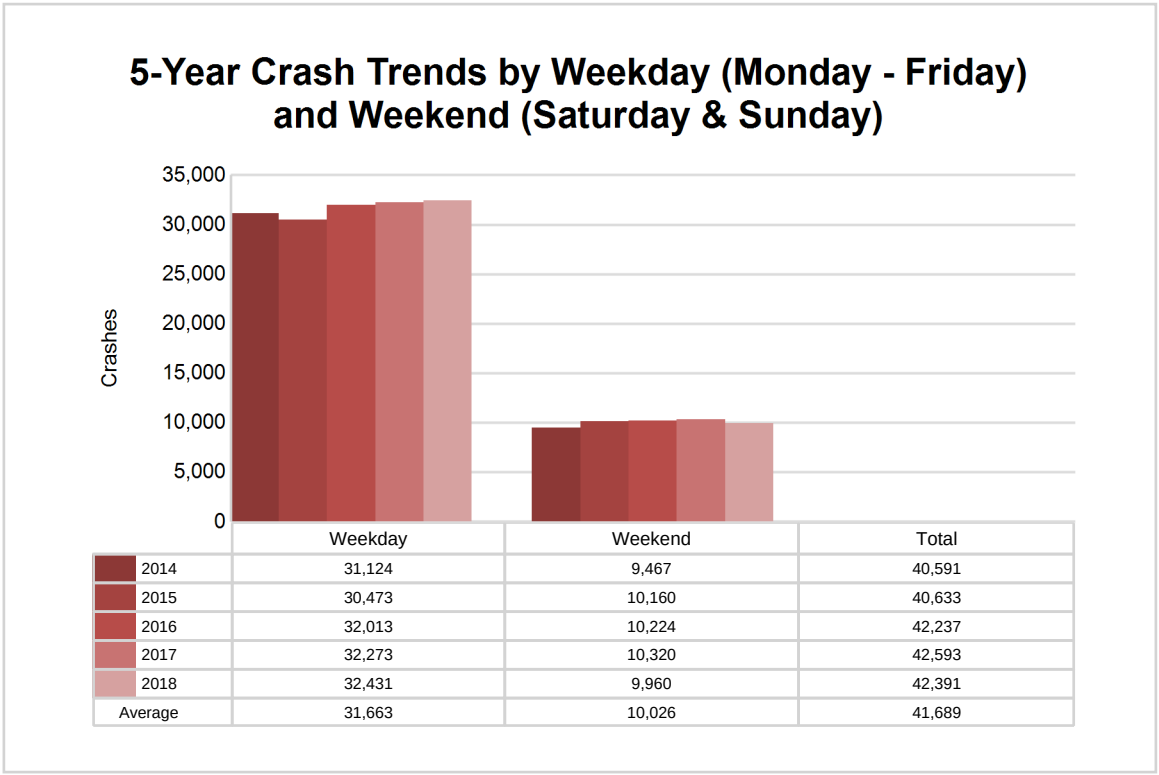
| Day | All Crashes | | Fatal Crashes | | Injury Crashes | | | PDO Crashes |
|---|---|---|---|---|---|---|---|---|
| | Number | % of Total | Number | % of Fatal | A | B | C | Number |
| Monday | 6,326 | 14.9 | 17 | 10.6 | 90 | 290 | 644 | 5,285 |
| Tuesday | 6,328 | 14.9 | 23 | 14.4 | 105 | 271 | 665 | 5,264 |
| Wednesday | 6,245 | 14.7 | 26 | 16.3 | 77 | 293 | 624 | 5,225 |
| Thursday | 6,409 | 15.1 | 22 | 13.8 | 84 | 299 | 646 | 5,358 |
| Friday | 7,123 | 16.8 | 20 | 12.5 | 105 | 327 | 757 | 5,914 |
| Saturday | 5,443 | 12.8 | 23 | 14.4 | 110 | 282 | 578 | 4,450 |
| Sunday | 4,517 | 10.7 | 29 | 18.1 | 85 | 219 | 464 | 3,720 |
| **Total** | **42,391** | **100.0** | **160** | **100.0** | **656** | **1,981** | **4,378** | **35,216** |



# MDOT Region - Bay (continued)

**5-Year Trend - Crashes by Weekday and Weekend**

| Portion of Week | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes |
| Weekday | 31,124 | 75 | 30,473 | 101 | 32,013 | 97 | 32,273 | 109 | 32,431 | 108 |
| Weekend | 9,467 | 51 | 10,160 | 50 | 10,224 | 49 | 10,320 | 51 | 9,960 | 52 |
| **Total** | **40,591** | **126** | **40,633** | **151** | **42,237** | **146** | **42,593** | **160** | **42,391** | **160** |



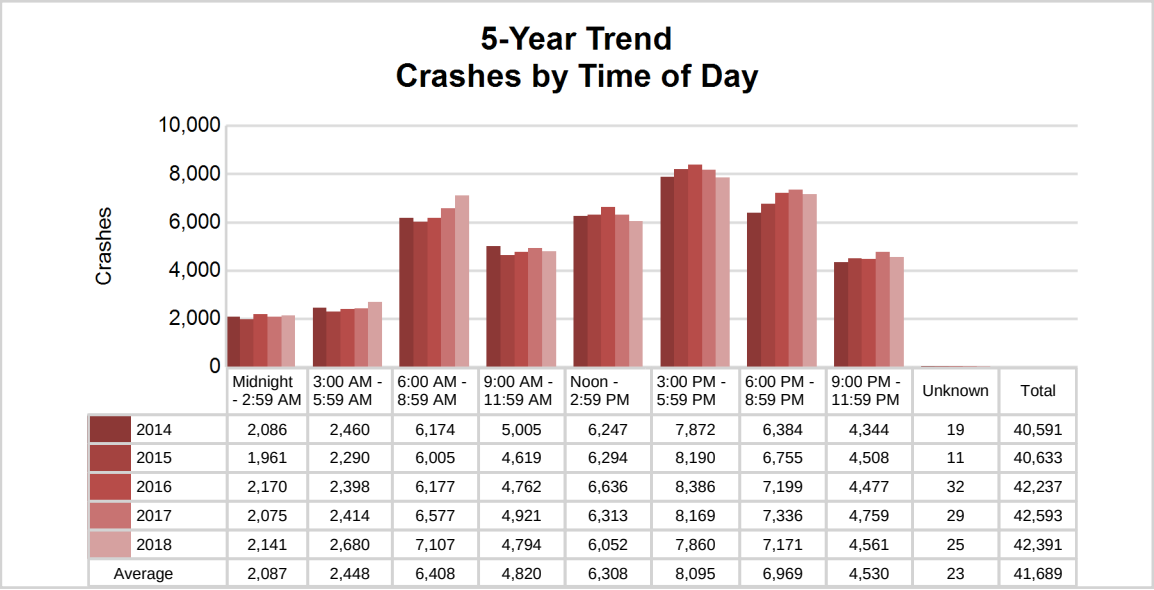
# MDOT Region - Bay (continued)



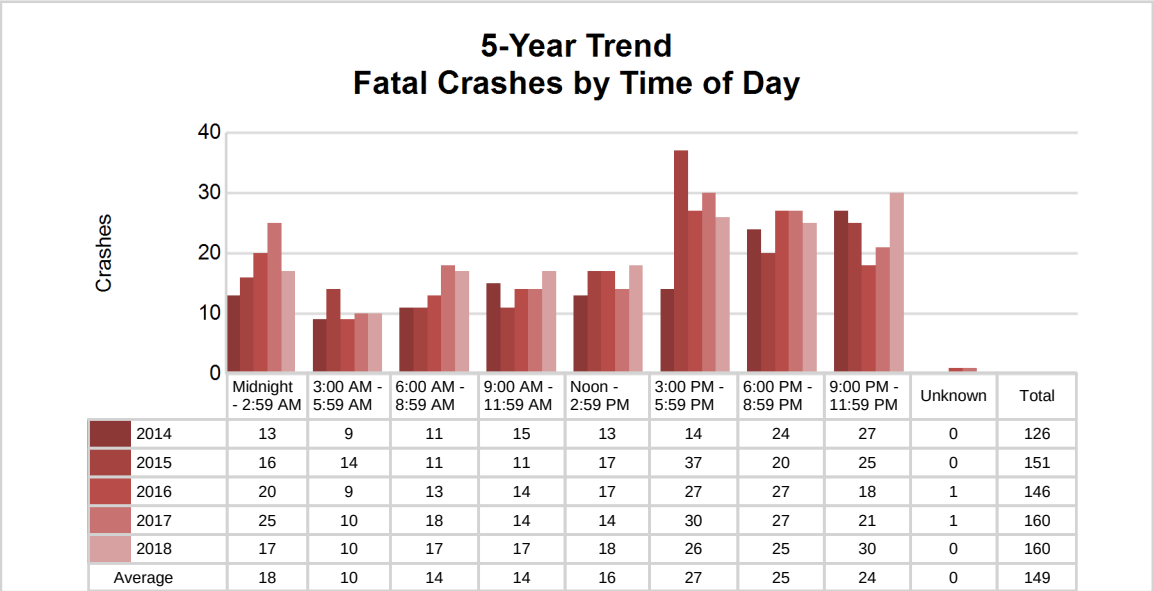
### 5-Year Trend - Crashes by Time of Day

| Time of Day | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes |
| Midnight - 2:59 AM | 2,086 | 13 | 1,961 | 16 | 2,170 | 20 | 2,075 | 25 | 2,141 | 17 |
| 3:00 AM - 5:59 AM | 2,460 | 9 | 2,290 | 14 | 2,398 | 9 | 2,414 | 10 | 2,680 | 10 |
| 6:00 AM - 8:59 AM | 6,174 | 11 | 6,005 | 11 | 6,177 | 13 | 6,577 | 18 | 7,107 | 17 |
| 9:00 AM - 11:59 AM | 5,005 | 15 | 4,619 | 11 | 4,762 | 14 | 4,921 | 14 | 4,794 | 17 |
| Noon - 2:59 PM | 6,247 | 13 | 6,294 | 17 | 6,636 | 17 | 6,313 | 14 | 6,052 | 18 |
| 3:00 PM - 5:59 PM | 7,872 † | 14 | 8,190 † | 37 | 8,386 † | 27 | 8,169 † | 30 | 7,860 † | 26 |
| 6:00 PM - 8:59 PM | 6,384 | 24 | 6,755 | 20 | 7,199 | 27 | 7,336 | 27 | 7,171 | 25 |
| 9:00 PM - 11:59 PM | 4,344 | 27 | 4,508 | 25 | 4,477 | 18 | 4,759 | 21 | 4,561 | 30 |
| Unknown | 19 | 0 | 11 | 0 | 32 | 1 | 29 | 1 | 25 | 0 |
| **Total** | **40,591** | **126** | **40,633** | **151** | **42,237** | **146** | **42,593** | **160** | **42,391** | **160** |

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




| | Midnight - 2:59 AM | 3:00 AM - 5:59 AM | 6:00 AM - 8:59 AM | 9:00 AM - 11:59 AM | Noon - 2:59 PM | 3:00 PM - 5:59 PM | 6:00 PM - 8:59 PM | 9:00 PM - 11:59 PM | Unknown | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 2014 | 2,086 | 2,460 | 6,174 | 5,005 | 6,247 | 7,872 | 6,384 | 4,344 | 19 | 40,591 |
| 2015 | 1,961 | 2,290 | 6,005 | 4,619 | 6,294 | 8,190 | 6,755 | 4,508 | 11 | 40,633 |
| 2016 | 2,170 | 2,398 | 6,177 | 4,762 | 6,636 | 8,386 | 7,199 | 4,477 | 32 | 42,237 |
| 2017 | 2,075 | 2,414 | 6,577 | 4,921 | 6,313 | 8,169 | 7,336 | 4,759 | 29 | 42,593 |
| 2018 | 2,141 | 2,680 | 7,107 | 4,794 | 6,052 | 7,860 | 7,171 | 4,561 | 25 | 42,391 |
| Average | 2,087 | 2,448 | 6,408 | 4,820 | 6,308 | 8,095 | 6,969 | 4,530 | 23 | 41,689 |

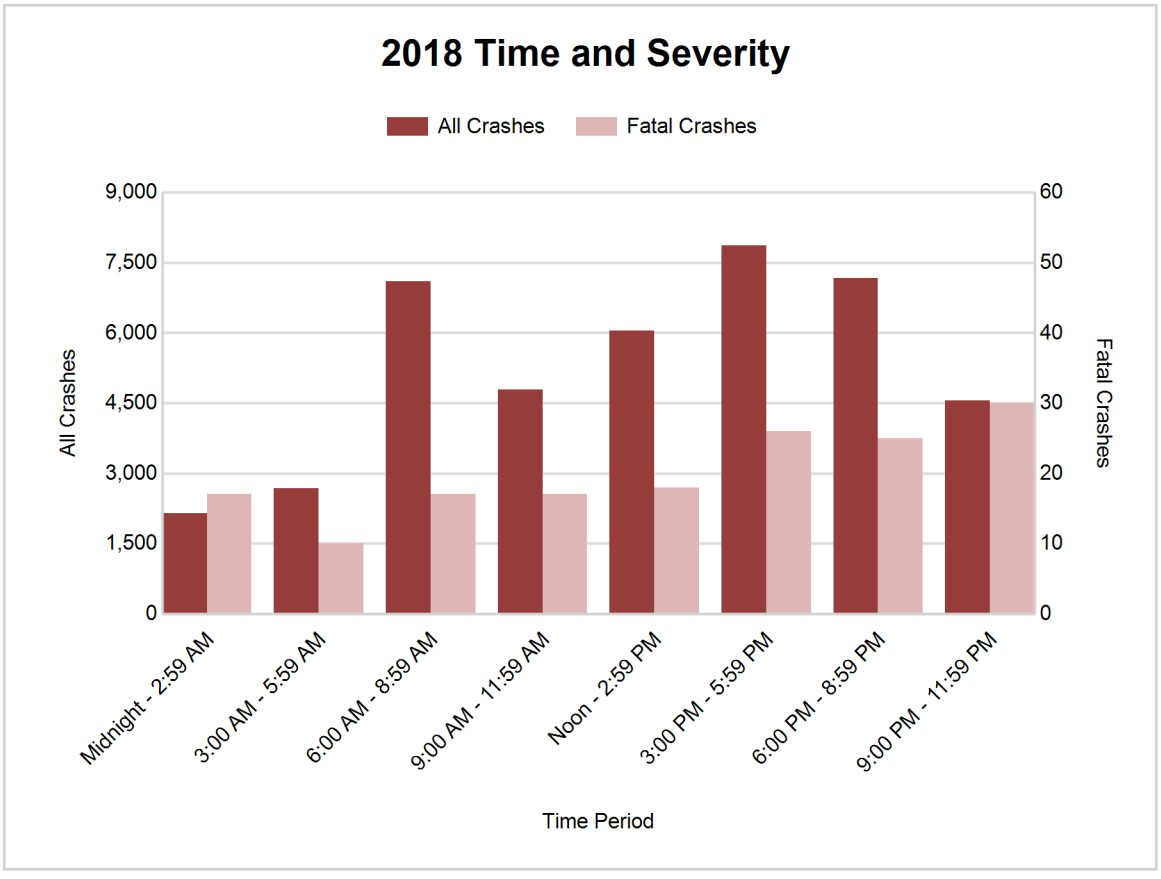



| | Midnight - 2:59 AM | 3:00 AM - 5:59 AM | 6:00 AM - 8:59 AM | 9:00 AM - 11:59 AM | Noon - 2:59 PM | 3:00 PM - 5:59 PM | 6:00 PM - 8:59 PM | 9:00 PM - 11:59 PM | Unknown | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 2014 | 13 | 9 | 11 | 15 | 13 | 14 | 24 | 27 | 0 | 126 |
| 2015 | 16 | 14 | 11 | 11 | 17 | 37 | 20 | 25 | 0 | 151 |
| 2016 | 20 | 9 | 13 | 14 | 17 | 27 | 27 | 18 | 1 | 146 |
| 2017 | 25 | 10 | 18 | 14 | 14 | 30 | 27 | 21 | 1 | 160 |
| 2018 | 17 | 10 | 17 | 17 | 18 | 26 | 25 | 30 | 0 | 160 |
| Average | 18 | 10 | 14 | 14 | 16 | 27 | 25 | 24 | 0 | 149 |

# MDOT Region - Bay (continued)

**2018 - 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 | 2,141 | 5.1 | 17 | 10.6 | 53 | 128 | 212 | 1,731 |
| 3:00 AM - 5:59 AM | 2,680 | 6.3 | 10 | 6.3 | 44 | 105 | 156 | 2,365 |
| 6:00 AM - 8:59 AM | 7,107 | 16.8 | 17 | 10.6 | 76 | 217 | 603 | 6,194 |
| 9:00 AM - 11:59 AM | 4,794 | 11.3 | 17 | 10.6 | 80 | 258 | 561 | 3,878 |
| Noon - 2:59 PM | 6,052 | 14.3 | 18 | 11.3 | 102 | 356 | 878 | 4,698 |
| 3:00 PM - 5:59 PM | 7,860 | 18.5 | 26 | 16.3 | 137 | 467 | 1,013 | 6,217 |
| 6:00 PM - 8:59 PM | 7,171 | 16.9 | 25 | 15.6 | 86 | 271 | 604 | 6,185 |
| 9:00 PM - 11:59 PM | 4,561 | 10.8 | 30 | 18.8 | 78 | 178 | 350 | 3,925 |
| Unknown | 25 | 0.1 | 0 | 0.0 | 0 | 1 | 1 | 23 |
| **Total** | **42,391** | **100.0** | **160** | **100.0** | **656** | **1,981** | **4,378** | **35,216** |



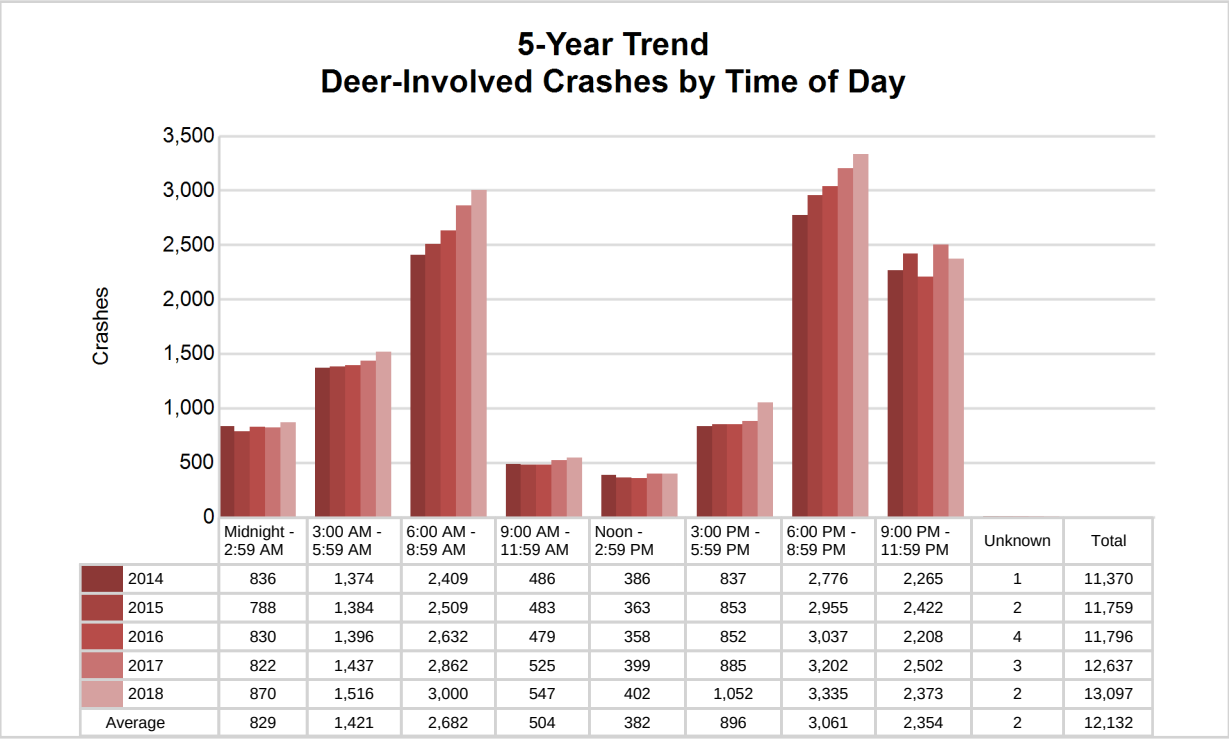
# MDOT Region - Bay (continued)



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

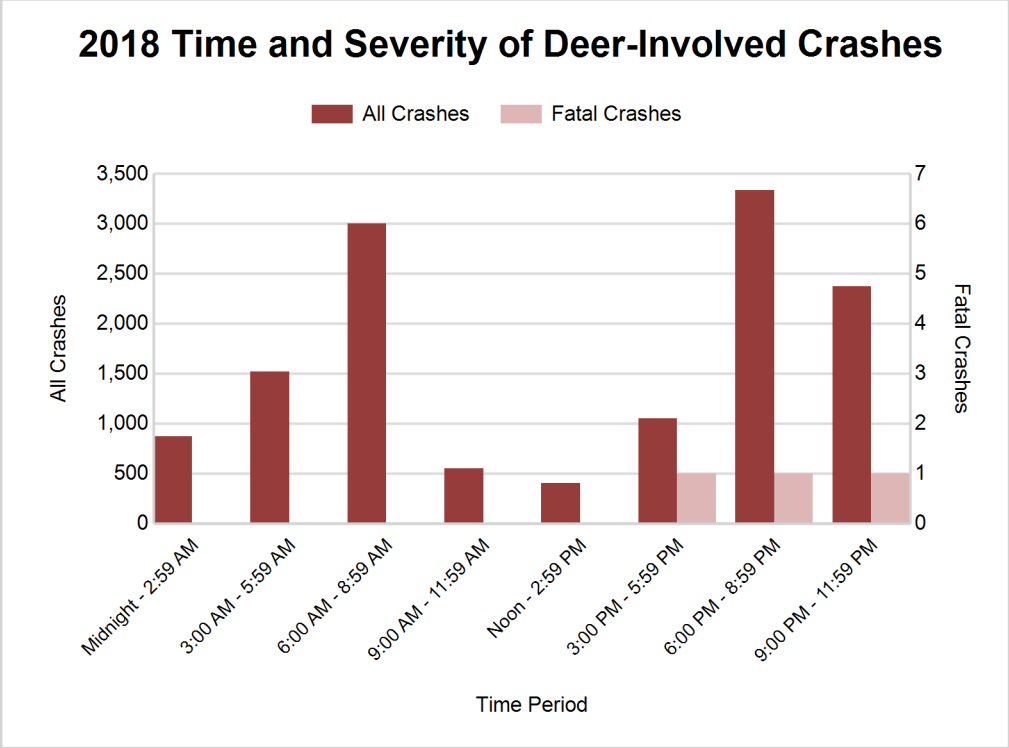
| Time of Day | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes |
| Midnight - 2:59 AM | 836 | 1 | 788 | 0 | 830 | 0 | 822 | 2 | 870 | 0 |
| 3:00 AM - 5:59 AM | 1,374 | 0 | 1,384 | 0 | 1,396 | 0 | 1,437 | 0 | 1,516 | 0 |
| 6:00 AM - 8:59 AM | 2,409 | 0 | 2,509 | 0 | 2,632 | 1 | 2,862 | 0 | 3,000 | 0 |
| 9:00 AM - 11:59 AM | 486 | 0 | 483 | 0 | 479 | 0 | 525 | 0 | 547 | 0 |
| Noon - 2:59 PM | 386 | 0 | 363 | 0 | 358 | 0 | 399 | 0 | 402 | 0 |
| 3:00 PM - 5:59 PM | 837 | 0 | 853 | 0 | 852 | 1 | 885 | 1 | 1,052 | 1 |
| 6:00 PM - 8:59 PM | 2,776 † | 0 | 2,955 † | 0 | 3,037 † | 0 | 3,202 † | 1 | 3,335 † | 1 |
| 9:00 PM - 11:59 PM | 2,265 | 1 | 2,422 | 0 | 2,208 | 3 | 2,502 | 0 | 2,373 | 1 |
| Unknown | 1 | 0 | 2 | 0 | 4 | 0 | 3 | 0 | 2 | 0 |
| **Total** | **11,370** | **2** | **11,759** | **0** | **11,796** | **5** | **12,637** | **4** | **13,097** | **3** |

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




| | Midnight - 2:59 AM | 3:00 AM - 5:59 AM | 6:00 AM - 8:59 AM | 9:00 AM - 11:59 AM | Noon - 2:59 PM | 3:00 PM - 5:59 PM | 6:00 PM - 8:59 PM | 9:00 PM - 11:59 PM | Unknown | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 2014 | 836 | 1,374 | 2,409 | 486 | 386 | 837 | 2,776 | 2,265 | 1 | 11,370 |
| 2015 | 788 | 1,384 | 2,509 | 483 | 363 | 853 | 2,955 | 2,422 | 2 | 11,759 |
| 2016 | 830 | 1,396 | 2,632 | 479 | 358 | 852 | 3,037 | 2,208 | 4 | 11,796 |
| 2017 | 822 | 1,437 | 2,862 | 525 | 399 | 885 | 3,202 | 2,502 | 3 | 12,637 |
| 2018 | 870 | 1,516 | 3,000 | 547 | 402 | 1,052 | 3,335 | 2,373 | 2 | 13,097 |
| Average | 829 | 1,421 | 2,682 | 504 | 382 | 896 | 3,061 | 2,354 | 2 | 12,132 |

# MDOT Region - Bay (continued)



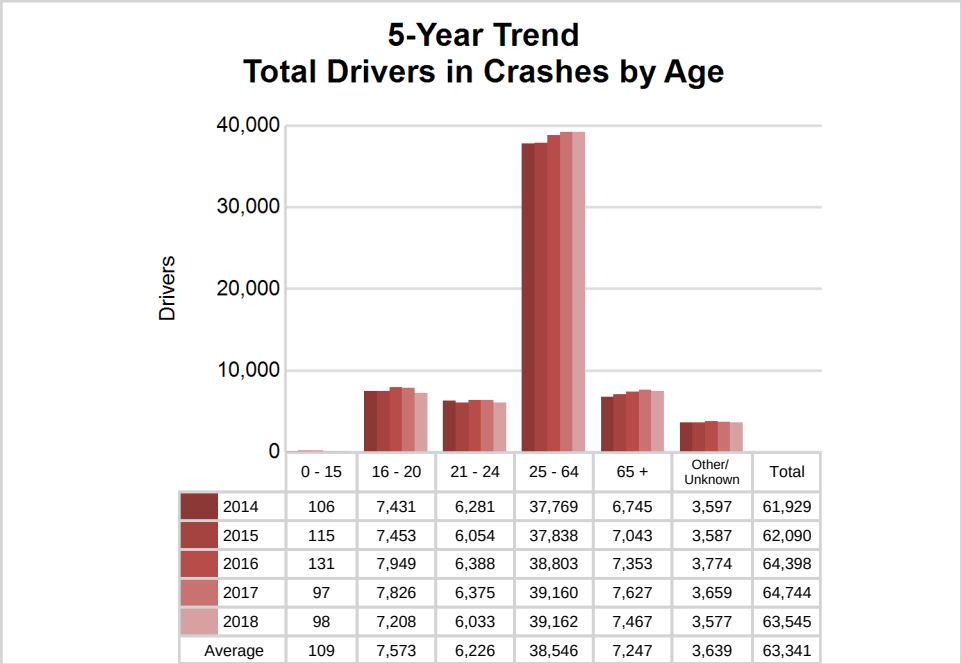

**2018 - Reported Motor Vehicle Crashes by County**

| County | Crashes | | | | | | | | | | | Persons | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Total | Fatal | Injury | Property Damage | Inter-state | US Route | State Route | Local Street | Alcohol-Involved | Drug-Involved | Deer-Involved | Fatalities | Injuries |
| Arenac | 770 | 2 | 115 | 653 | 142 | 193 | 89 | 346 | 27 | 3 | 405 | 2 | 155 |
| Bay | 3,078 | 11 | 595 | 2,472 | 359 | 188 | 959 | 1,571 | 135 | 36 | 561 | 11 | 781 |
| Clare | 1,121 | 8 | 162 | 951 | 0 | 358 | 212 | 550 | 31 | 16 | 516 | 9 | 229 |
| Genesee | 10,547 | 39 | 2,294 | 8,214 | 2,020 | 452 | 1,433 | 6,638 | 357 | 122 | 1,136 | 43 | 3,199 |
| Gladwin | 830 | 2 | 97 | 731 | 0 | 0 | 356 | 474 | 39 | 6 | 487 | 3 | 137 |
| Gratiot | 1,684 | 3 | 163 | 1,518 | 0 | 463 | 267 | 953 | 33 | 10 | 944 | 3 | 244 |
| Huron | 1,521 | 2 | 136 | 1,383 | 0 | 0 | 613 | 908 | 33 | 5 | 1,029 | 2 | 168 |
| Isabella | 2,712 | 6 | 355 | 2,351 | 0 | 655 | 384 | 1,667 | 68 | 17 | 1,094 | 7 | 519 |
| Lapeer | 2,884 | 15 | 401 | 2,468 | 261 | 0 | 810 | 1,811 | 80 | 38 | 1,275 | 15 | 563 |
| Midland | 2,755 | 8 | 381 | 2,366 | 0 | 405 | 473 | 1,877 | 73 | 16 | 949 | 8 | 524 |
| Saginaw | 5,374 | 25 | 989 | 4,360 | 574 | 0 | 1,873 | 2,922 | 193 | 57 | 985 | 26 | 1,396 |
| St. Clair | 3,726 | 16 | 657 | 3,053 | 799 | 0 | 664 | 2,255 | 135 | 36 | 851 | 16 | 931 |
| Sanilac | 1,504 | 5 | 136 | 1,363 | 0 | 0 | 664 | 840 | 38 | 6 | 1,051 | 5 | 183 |
| Shiawassee | 2,179 | 8 | 302 | 1,869 | 305 | 0 | 640 | 1,232 | 70 | 11 | 970 | 8 | 393 |
| Tuscola | 1,706 | 10 | 232 | 1,464 | 0 | 0 | 621 | 1,083 | 86 | 22 | 844 | 11 | 322 |
| **Total** | **42,391** | **160** | **7,015** | **35,216** | **4,460** | **2,714** | **10,058** | **25,127** | **1,398** | **401** | **13,097** | **169** | **9,744** |

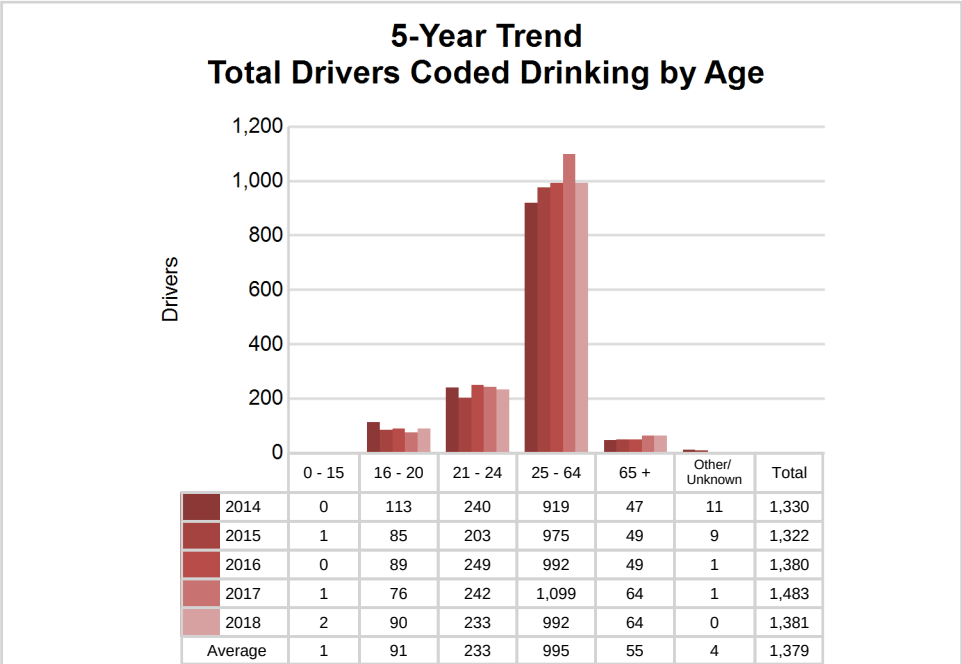
# MDOT Region - Bay (continued)

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

| Driver Age | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 106 | 0 | 115 | 1 | 131 | 0 | 97 | 1 | 98 | 2 |
| 16 - 20 | 7,431 | 113 | 7,453 | 85 | 7,949 | 89 | 7,826 | 76 | 7,208 | 90 |
| 21 - 24 | 6,281 | 240 | 6,054 | 203 | 6,388 | 249 | 6,375 | 242 | 6,033 | 233 |
| 25 - 64 | 37,769 | 919 | 37,838 | 975 | 38,803 | 992 | 39,160 | 1,099 | 39,162 | 992 |
| 65 + | 6,745 | 47 | 7,043 | 49 | 7,353 | 49 | 7,627 | 64 | 7,467 | 64 |
| Unknown | 3,597 | 11 | 3,587 | 9 | 3,774 | 1 | 3,659 | 1 | 3,577 | 0 |
| **Total** | **61,929** | **1,330** | **62,090** | **1,322** | **64,398** | **1,380** | **64,744** | **1,483** | **63,545** | **1,381** |




| | 0 - 15 | 16 - 20 | 21 - 24 | 25 - 64 | 65 + | Other/ Unknown | Total |
|---|---|---|---|---|---|---|---|
| 2014 | 106 | 7,431 | 6,281 | 37,769 | 6,745 | 3,597 | 61,929 |
| 2015 | 115 | 7,453 | 6,054 | 37,838 | 7,043 | 3,587 | 62,090 |
| 2016 | 131 | 7,949 | 6,388 | 38,803 | 7,353 | 3,774 | 64,398 |
| 2017 | 97 | 7,826 | 6,375 | 39,160 | 7,627 | 3,659 | 64,744 |
| 2018 | 98 | 7,208 | 6,033 | 39,162 | 7,467 | 3,577 | 63,545 |
| Average | 109 | 7,573 | 6,226 | 38,546 | 7,247 | 3,639 | 63,341 |

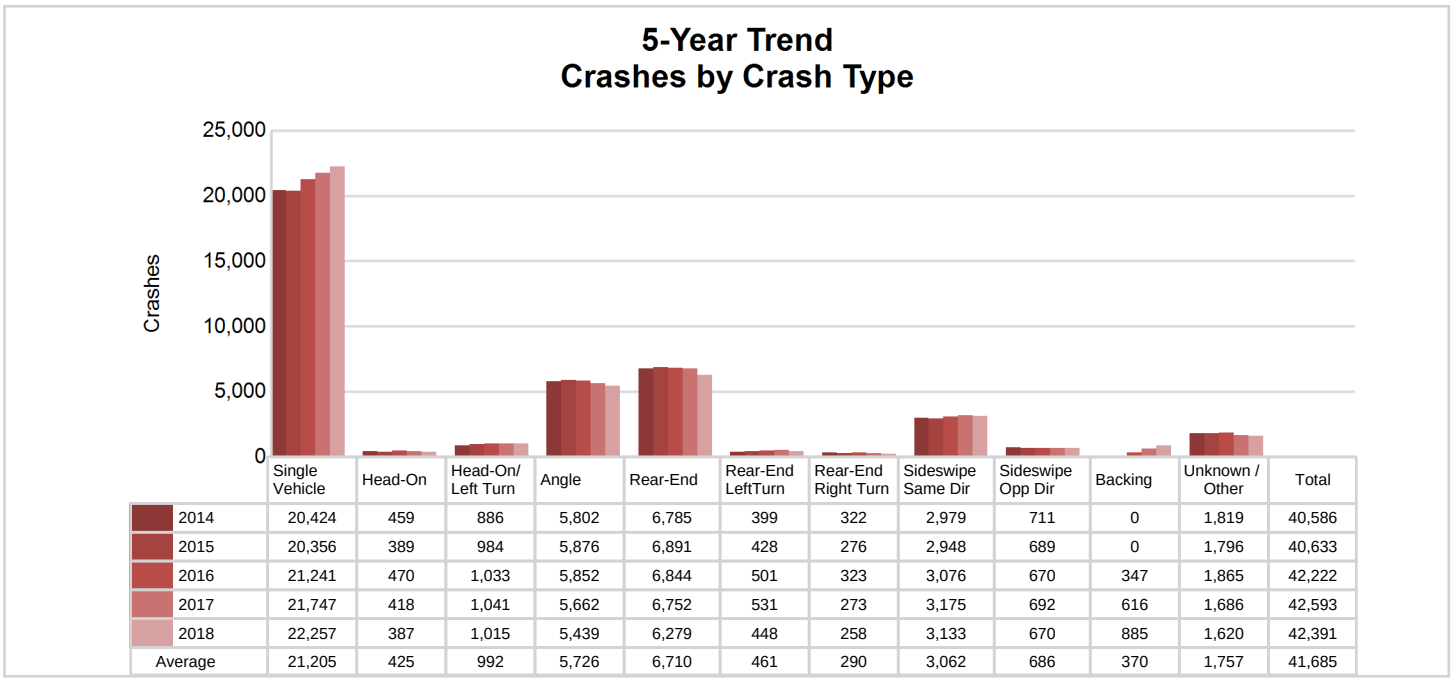



| | 0 - 15 | 16 - 20 | 21 - 24 | 25 - 64 | 65 + | Other/ Unknown | Total |
|---|---|---|---|---|---|---|---|
| 2014 | 0 | 113 | 240 | 919 | 47 | 11 | 1,330 |
| 2015 | 1 | 85 | 203 | 975 | 49 | 9 | 1,322 |
| 2016 | 0 | 89 | 249 | 992 | 49 | 1 | 1,380 |
| 2017 | 1 | 76 | 242 | 1,099 | 64 | 1 | 1,483 |
| 2018 | 2 | 90 | 233 | 992 | 64 | 0 | 1,381 |
| Average | 1 | 91 | 233 | 995 | 55 | 4 | 1,379 |

# MDOT Region - Bay (continued)

**5-Year Trend - Crashes by Crash Type**

| Crash Type | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes | Total Crashes | Fatal Crashes |
| Single motor vehicle | 20,424 | 56 | 20,356 | 80 | 21,241 | 76 | 21,747 | 80 | 22,257 | 69 |
| Head-on | 459 | 23 | 389 | 12 | 470 | 24 | 418 | 15 | 387 | 17 |
| Head-on / left turn | 886 | 5 | 984 | 5 | 1,033 | 5 | 1,041 | 8 | 1,015 | 6 |
| Angle | 5,802 | 23 | 5,876 | 33 | 5,852 | 27 | 5,662 | 32 | 5,439 | 30 |
| Rear-end | 6,785 | 10 | 6,891 | 11 | 6,844 | 5 | 6,752 | 11 | 6,279 | 13 |
| Rear-end left turn | 399 | 0 | 428 | 1 | 501 | 0 | 531 | 2 | 448 | 1 |
| Rear-end right turn | 322 | 0 | 276 | 0 | 323 | 0 | 273 | 0 | 258 | 0 |
| Sideswipe same direction | 2,979 | 2 | 2,948 | 1 | 3,076 | 2 | 3,175 | 0 | 3,133 | 4 |
| Sideswipe opposite direction | 711 | 0 | 689 | 4 | 670 | 3 | 692 | 2 | 670 | 4 |
| Backing | 0 | 0 | 0 | 0 | 347 | 0 | 616 | 0 | 885 | 1 |
| Other / Unknown | 1,819 | 7 | 1,796 | 4 | 1,865 | 4 | 1,686 | 10 | 1,620 | 15 |
| Uncoded and Errors | 5 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **40,591** | **126** | **40,633** | **151** | **42,237** | **146** | **42,593** | **160** | **42,391** | **160** |




| | Single Vehicle | Head-On | Head-On/ Left Turn | Angle | Rear-End | Rear-End LeftTurn | Rear-End Right Turn | Sideswipe Same Dir | Sideswipe Opp Dir | Backing | Unknown / Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2014 | 20,424 | 459 | 886 | 5,802 | 6,785 | 399 | 322 | 2,979 | 711 | 0 | 1,819 | 40,586 |
| 2015 | 20,356 | 389 | 984 | 5,876 | 6,891 | 428 | 276 | 2,948 | 689 | 0 | 1,796 | 40,633 |
| 2016 | 21,241 | 470 | 1,033 | 5,852 | 6,844 | 501 | 323 | 3,076 | 670 | 347 | 1,865 | 42,222 |
| 2017 | 21,747 | 418 | 1,041 | 5,662 | 6,752 | 531 | 273 | 3,175 | 692 | 616 | 1,686 | 42,593 |
| 2018 | 22,257 | 387 | 1,015 | 5,439 | 6,279 | 448 | 258 | 3,133 | 670 | 885 | 1,620 | 42,391 |
| Average | 21,205 | 425 | 992 | 5,726 | 6,710 | 461 | 290 | 3,062 | 686 | 370 | 1,757 | 41,685 |

### 2018 - 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 | 2 | 3 | 2 | 2 | 0 | 1 | 1 | 0 | 0 |
| 16 - 20 | 124 | 109 | 75 | 90 | 0 | 13 | 28 | 20 | 29 |
| 21 - 24 | 284 | 236 | 188 | 233 | 1 | 15 | 58 | 63 | 96 |
| 25 - 64 | 1,292 | 1,038 | 796 | 992 | 1 | 65 | 192 | 290 | 444 |
| 65 + | 119 | 85 | 56 | 64 | 0 | 8 | 16 | 15 | 25 |
| Unknown | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **1,914** | **1,471** | **1,117** | **1,381** | **2** | **102** | **295** | **388** | **594** |

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

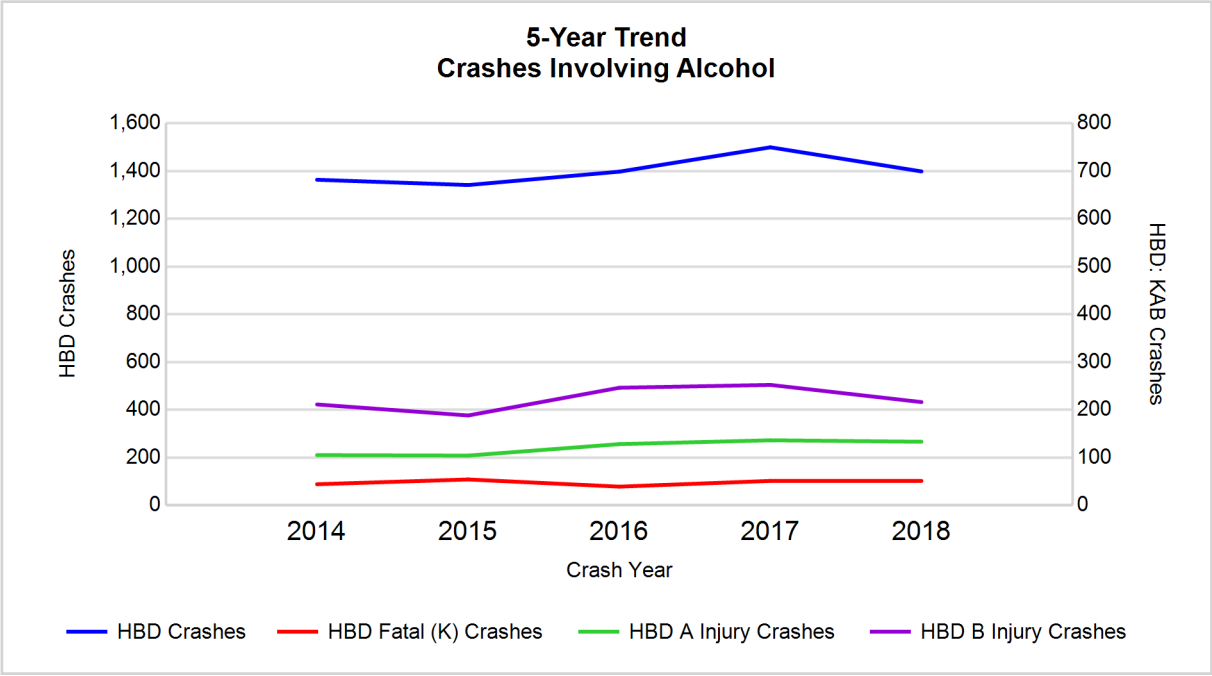
In 2018, there were 1,914 drivers in alcohol-involved crashes; 1,381 (72.2%) of those drivers were coded as had-been-drinking by the officer on the crash form.

- 683 (49.5%) of the 1,381 drivers had a blood alcohol concentration (BAC) of 0.08 g/dL (grams per deciliter) or greater, and 388 (56.8%) of the 683 drivers had a BAC at or above 0.17 g/dL.
- 1,117 (80.9%) of the 1,381 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2014 | 40,591 | 1,363 | 3.4 | 126 | 44 | 34.9 | 543 | 105 | 19.3 | 1,614 | 211 | 13.1 |
| 2015 | 40,633 | 1,341 | 3.3 | 151 | 54 | 35.8 | 545 | 104 | 19.1 | 1,771 | 188 | 10.6 |
| 2016 | 42,237 | 1,397 | 3.3 | 146 | 39 | 26.7 | 707 | 128 | 18.1 | 2,071 | 246 | 11.9 |
| 2017 | 42,593 | 1,499 | 3.5 | 160 | 51 | 31.9 | 722 | 136 | 18.8 | 2,108 | 252 | 12.0 |
| 2018 | 42,391 | 1,398 | 3.3 | 160 | 51 | 31.9 | 656 | 133 | 20.3** | 1,981 | 216 | 10.9 |

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



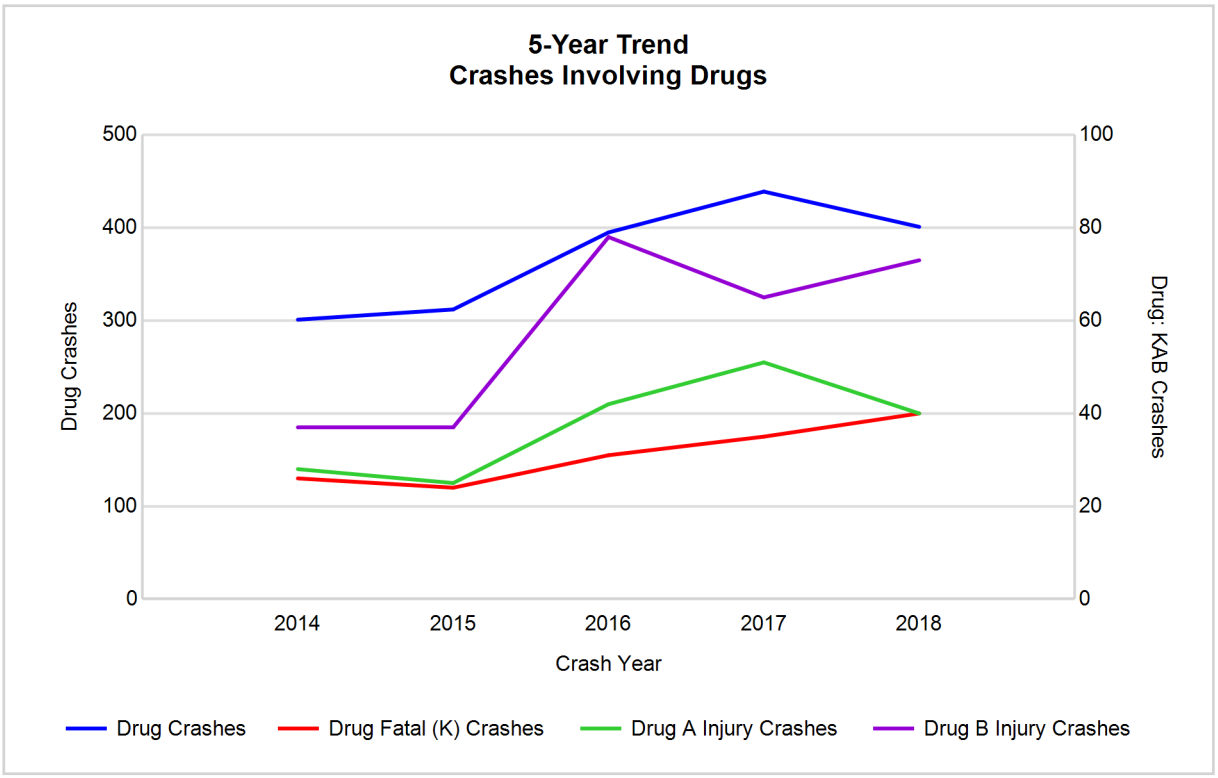

Note: Had-Been-Drinking (HBD)

# MDOT Region - Bay (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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2014 | 40,591 | 301 | 0.7 | 126 | 26 | 20.6 | 543 | 28 | 5.2 | 1,614 | 37 | 2.3 |
| 2015 | 40,633 | 312 | 0.8 | 151 | 24 | 15.9 | 545 | 25 | 4.6 | 1,771 | 37 | 2.1 |
| 2016 | 42,237 | 395 | 0.9 | 146 | 31 | 21.2 | 707 | 42 | 5.9 | 2,071 | 78 | 3.8 |
| 2017 | 42,593 | 439 | 1.0 | 160 | 35 | 21.9 | 722 | 51 | 7.1 | 2,108 | 65 | 3.1 |
| 2018 | 42,391 | 401 | 0.9 | 160 | 40** | 25.0** | 656 | 40 | 6.1 | 1,981 | 73 | 3.7 |

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



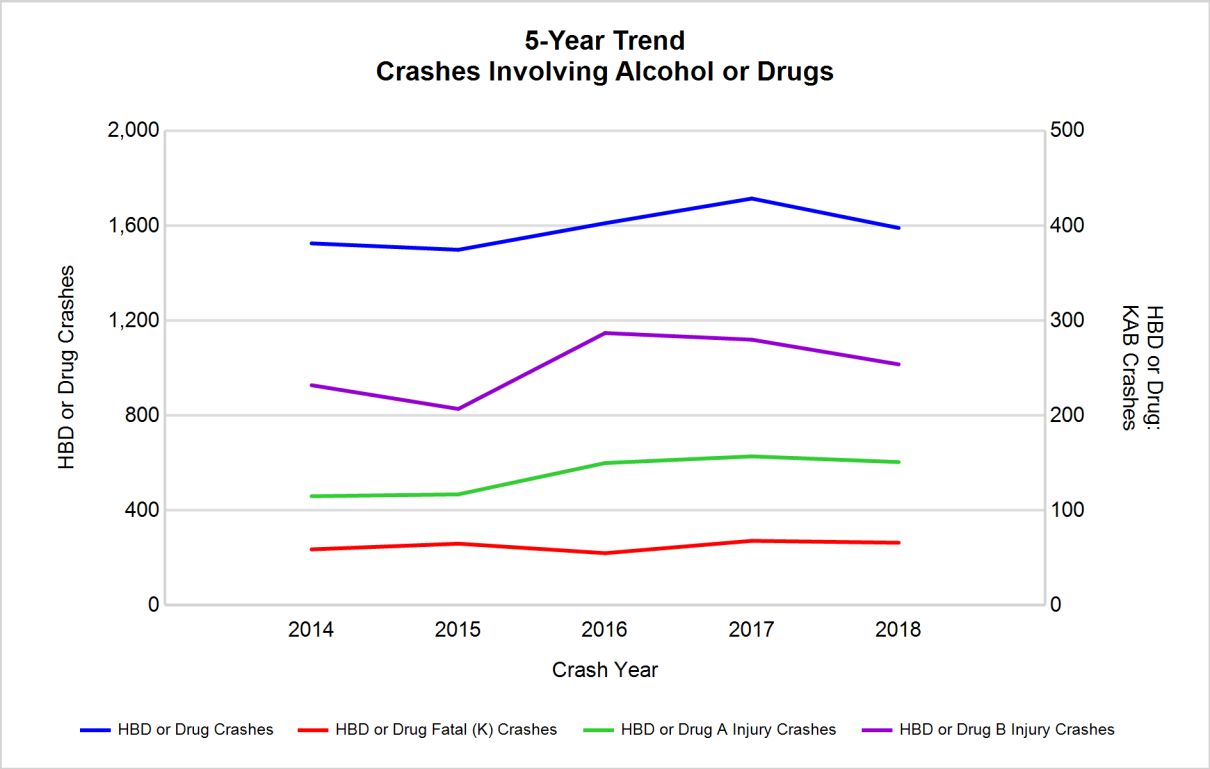
# MDOT Region - Bay (continued)



### 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2014 | 40,591 | 1,526 | 3.8 | 126 | 59 | 46.8 | 543 | 115 | 21.2 | 1,614 | 232 | 14.4 |
| 2015 | 40,633 | 1,499 | 3.7 | 151 | 65 | 43.0 | 545 | 117 | 21.5 | 1,771 | 207 | 11.7 |
| 2016 | 42,237 | 1,611 | 3.8 | 146 | 55 | 37.7 | 707 | 150 | 21.2 | 2,071 | 287 | 13.9 |
| 2017 | 42,593 | 1,715 | 4.0 | 160 | 68 | 42.5 | 722 | 157 | 21.7 | 2,108 | 280 | 13.3 |
| 2018 | 42,391 | 1,591 | 3.8 | 160 | 66 | 41.3 | 656 | 151 | 23.0** | 1,981 | 254 | 12.8 |

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




Note: Had-Been-Drinking (HBD)

# MDOT Region - Bay (continued)

## 2018 - 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 | 51,479 | 47,690 | 92.6 | 97 | 55 | 56.7 | 512 | 399 | 77.9 | 1,821 | 1,614 | 88.6 | 5,329 | 5,093 | 95.6 | 41,452 | 40,503 | 97.7 |
| Motor home | 161 | 151 | 93.8 | 0 | 0 | 0.0 | 1 | 1 | 100.0 | 5 | 4 | 80.0 | 13 | 13 | 100.0 | 135 | 133 | 98.5 |
| Pickup truck | 10,737 | 9,856 | 91.8 | 21 | 8 | 38.1 | 101 | 59 | 58.4 | 305 | 267 | 87.5 | 778 | 726 | 93.3 | 9,029 | 8,785 | 97.3 |
| Small truck under 10,000 lbs. GVWR | 365 | 333 | 91.2 | 0 | 0 | 0.0 | 2 | 0 | 0.0 | 11 | 7 | 63.6 | 13 | 11 | 84.6 | 322 | 315 | 97.8 |
| Motorcycle | 464 | 288 | 62.1 | 18 | 11 | 61.1 | 114 | 60 | 52.6 | 161 | 107 | 66.5 | 78 | 56 | 71.8 | 83 | 54 | 65.1 |
| Moped / goped | 38 | 7 | 18.4 | 0 | 0 | 0.0 | 6 | 1 | 16.7 | 17 | 4 | 23.5 | 9 | 2 | 22.2 | 4 | 0 | 0.0 |
| Go-cart / golf cart | 6 | 1 | 16.7 | 0 | 0 | 0.0 | 1 | 0 | 0.0 | 1 | 0 | 0.0 | 0 | 0 | 0.0 | 3 | 1 | 33.3 |
| Snowmobile | 3 | 3 | 100.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 3 | 3 | 100.0 | 0 | 0 | 0.0 |
| Off-Road Vehicle - ORV / All-Terrain Vehicle - ATV | 76 | 25 | 32.9 | 5 | 2 | 40.0 | 9 | 3 | 33.3 | 23 | 8 | 34.8 | 23 | 8 | 34.8 | 14 | 4 | 28.6 |
| Other | 277 | 192 | 69.3 | 0 | 0 | 0.0 | 1 | 1 | 100.0 | 7 | 5 | 71.4 | 14 | 6 | 42.9 | 229 | 180 | 78.6 |
| Truck/bus over 10,000 lbs. | 1,495 | 1,384 | 92.6 | 1 | 0 | 0.0 | 4 | 4 | 100.0 | 26 | 19 | 73.1 | 75 | 60 | 80.0 | 1,339 | 1,299 | 97.0 |
| Unknown | 818 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 5 | 0 | 0.0 |
| **Total** | **65,919** | **59,930** | **90.9** | **142** | **76** | **53.5** | **751** | **528** | **70.3** | **2,377** | **2,035** | **85.6** | **6,335** | **5,978** | **94.4** | **52,615** | **51,274** | **97.5** |

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

| 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 | 709 | 632 | 89.1 | 5 | 5 | 100.0 | 25 | 17 | 68.0 | 154 | 129 | 83.8 | 455 | 420 | 92.3 | 68 | 61 | 89.7 |
| 16 - 20 | 7,560 | 7,305 | 96.6 | 9 | 6 | 66.7 | 61 | 47 | 77.0 | 350 | 304 | 86.9 | 809 | 763 | 94.3 | 6,316 | 6,181 | 97.9 |
| 21 - 24 | 6,202 | 5,896 | 95.1 | 11 | 3 | 27.3 | 76 | 46 | 60.5 | 246 | 197 | 80.1 | 572 | 518 | 90.6 | 5,278 | 5,131 | 97.2 |
| 25 - 64 | 40,114 | 38,523 | 96.0 | 88 | 40 | 45.5 | 487 | 332 | 68.2 | 1,293 | 1,090 | 84.3 | 3,659 | 3,457 | 94.5 | 34,489 | 33,580 | 97.4 |
| 65 + | 7,755 | 7,567 | 97.6 | 29 | 22 | 75.9 | 102 | 86 | 84.3 | 334 | 315 | 94.3 | 837 | 819 | 97.8 | 6,427 | 6,315 | 98.3 |
| Unknown | 3,579 | 7 | 0.2 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 3 | 1 | 33.3 | 37 | 6 | 16.2 |
| **Total** | **65,919** | **59,930** | **90.9** | **142** | **76** | **53.5** | **751** | **528** | **70.3** | **2,377** | **2,035** | **85.6** | **6,335** | **5,978** | **94.4** | **52,615** | **51,274** | **97.5** |

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.

# MDOT Region - Bay (continued)



### 5-Year Trend - Restraint Use Among Drivers

| Restraint Use | 2014 | | | 2015 | | | 2016 | | | 2017 | | | 2018 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 473 | 2 | 64 | 386 | 4 | 64 | 189 | 1 | 31 | 146 | 1 | 41 | 111 | 1 | 23 |
| Shoulder belt only used | 111 | 0 | 10 | 73 | 0 | 7 | 173 | 0 | 26 | 277 | 0 | 37 | 252 | 0 | 30 |
| Lap belt only used | 297 | 1 | 30 | 363 | 0 | 37 | 247 | 1 | 27 | 186 | 0 | 23 | 180 | 0 | 31 |
| Both lap & shoulder belts used | 55,340 | 41 | 5,626 | 55,484 | 44 | 5,839 | 57,641 | 44 | 6,568 | 58,186 | 47 | 6,496 | 57,133 | 47 | 6,213 |
| No belts used | 489 | 29 | 198 | 549 | 27 | 238 | 524 | 24 | 236 | 525 | 32 | 255 | 520 | 29 | 246 |
| Child restraint used | 0 | 0 | 0 | 2 | 0 | 0 | 10 | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 1 |
| Child restraint not used, unavailable or improper use | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Restraint failure | 24 | 0 | 5 | 27 | 0 | 1 | 19 | 0 | 3 | 22 | 0 | 5 | 12 | 0 | 2 |
| Restraint use unknown | 2,021 | 7 | 176 | 1,996 | 8 | 183 | 3,875 | 9 | 190 | 4,614 | 8 | 209 | 4,541 | 15 | 201 |
| Helmet worn | 319 | 7 | 221 | 343 | 8 | 246 | 377 | 6 | 289 | 276 | 10 | 206 | 285 | 10 | 218 |
| Helmet not worn | 176 | 8 | 128 | 192 | 14 | 138 | 235 | 14 | 165 | 183 | 13 | 146 | 185 | 7 | 143 |
| Helmet use unknown | 32 | 3 | 17 | 45 | 2 | 19 | 47 | 1 | 29 | 18 | 1 | 9 | 20 | 1 | 12 |
| Uncoded & errors | 2,644 | 0 | 4 | 2,629 | 0 | 5 | 1,061 | 0 | 0 | 306 | 0 | 0 | 303 | 0 | 1 |
| **Total** | **61,929** | **98** | **6,479** | **62,090** | **107** | **6,777** | **64,398** | **100** | **7,564** | **64,744** | **112** | **7,427** | **63,545** | **110** | **7,121** |

### 5-Year Trend - Restraint Use Among Drivers Coded Drinking

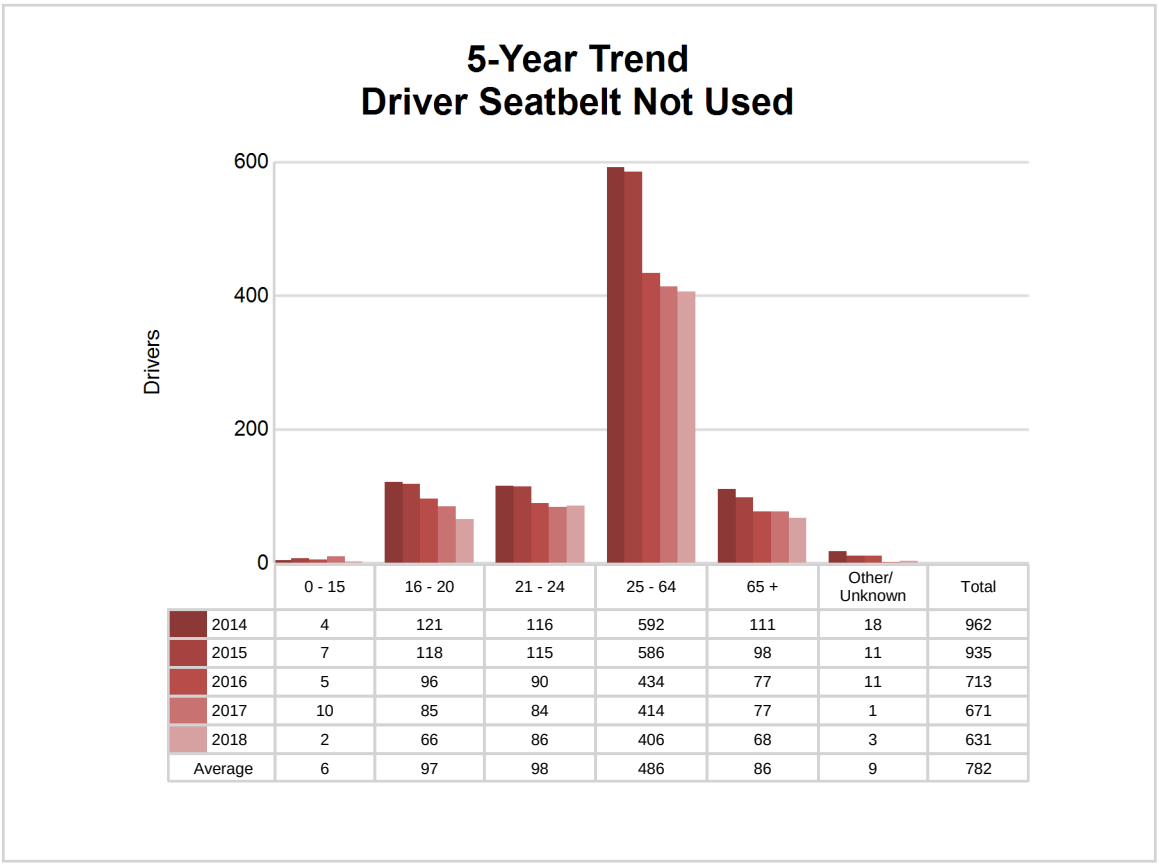
| Restraint Use | 2014 | | | 2015 | | | 2016 | | | 2017 | | | 2018 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Drivers | Fatal Drivers | Injured Drivers | Drivers | Fatal Drivers | Injured Drivers | Drivers | Fatal Drivers | Injured Drivers | Drivers | Fatal Drivers | Injured Drivers | Drivers | Fatal Drivers | Injured Drivers |
| No belts available | 14 | 0 | 5 | 10 | 1 | 8 | 4 | 0 | 3 | 4 | 0 | 2 | 6 | 0 | 2 |
| Shoulder belt only used | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 | 1 | 9 | 0 | 3 | 6 | 0 | 0 |
| Lap belt only used | 6 | 0 | 4 | 10 | 0 | 5 | 4 | 0 | 1 | 4 | 0 | 2 | 1 | 0 | 1 |
| Both lap & shoulder belts used | 946 | 6 | 267 | 932 | 10 | 233 | 989 | 6 | 300 | 1,041 | 8 | 311 | 966 | 9 | 300 |
| No belts used | 101 | 13 | 60 | 109 | 13 | 73 | 110 | 8 | 74 | 127 | 12 | 89 | 116 | 13 | 75 |
| 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 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Restraint use unknown | 217 | 3 | 61 | 189 | 3 | 53 | 205 | 4 | 53 | 234 | 5 | 62 | 237 | 5 | 70 |
| Helmet worn | 10 | 1 | 4 | 18 | 2 | 14 | 17 | 0 | 16 | 17 | 0 | 14 | 14 | 1 | 11 |
| Helmet not worn | 27 | 3 | 21 | 40 | 10 | 24 | 41 | 5 | 30 | 45 | 8 | 34 | 31 | 3 | 24 |
| Helmet use unknown | 1 | 0 | 1 | 5 | 0 | 5 | 2 | 1 | 1 | 1 | 1 | 0 | 4 | 0 | 3 |
| Uncoded & errors | 7 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **1,330** | **26** | **424** | **1,322** | **39** | **416** | **1,380** | **24** | **480** | **1,483** | **34** | **517** | **1,381** | **31** | **486** |

# MDOT Region - Bay (continued)

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

| Age Group | 2014 | | | 2015 | | | 2016 | | | 2017 | | | 2018 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 4 | 1 | 1 | 7 | 1 | 4 | 5 | 0 | 2 | 10 | 0 | 6 | 2 | 0 | 2 |
| 16 - 20 | 121 | 5 | 36 | 118 | 3 | 40 | 96 | 2 | 39 | 85 | 0 | 49 | 66 | 2 | 26 |
| 21 - 24 | 116 | 1 | 43 | 115 | 3 | 42 | 90 | 2 | 41 | 84 | 6 | 46 | 86 | 2 | 50 |
| 25 - 64 | 592 | 16 | 157 | 586 | 18 | 187 | 434 | 13 | 158 | 414 | 20 | 169 | 406 | 20 | 171 |
| 65 + | 111 | 8 | 23 | 98 | 6 | 26 | 77 | 8 | 27 | 77 | 7 | 26 | 68 | 6 | 20 |
| Unknown | 18 | 0 | 2 | 11 | 0 | 3 | 11 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 |
| **Total** | **962** | **31** | **262** | **935** | **31** | **302** | **713** | **25** | **267** | **671** | **33** | **296** | **631** | **30** | **269** |

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




| | 0 - 15 | 16 - 20 | 21 - 24 | 25 - 64 | 65 + | Other/ Unknown | Total |
|---|---|---|---|---|---|---|---|
| 2014 | 4 | 121 | 116 | 592 | 111 | 18 | 962 |
| 2015 | 7 | 118 | 115 | 586 | 98 | 11 | 935 |
| 2016 | 5 | 96 | 90 | 434 | 77 | 11 | 713 |
| 2017 | 10 | 85 | 84 | 414 | 77 | 1 | 671 |
| 2018 | 2 | 66 | 86 | 406 | 68 | 3 | 631 |
| Average | 6 | 97 | 98 | 486 | 86 | 9 | 782 |

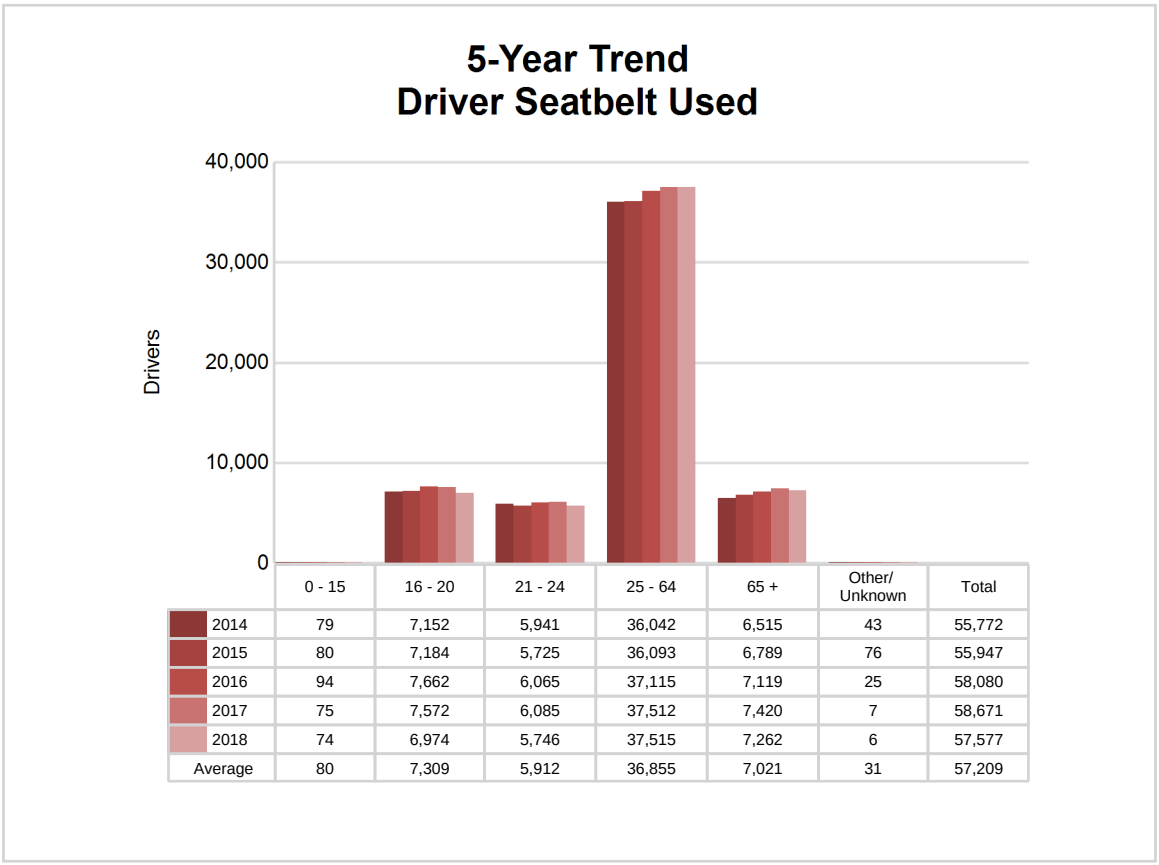
# MDOT Region - Bay (continued)



### 5-Year Trend - Seatbelt Used Among Drivers by Age

| Age Group | 2014 | | | 2015 | | | 2016 | | | 2017 | | | 2018 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 79 | 1 | 10 | 80 | 0 | 7 | 94 | 0 | 8 | 75 | 0 | 13 | 74 | 1 | 12 |
| 16 - 20 | 7,152 | 2 | 769 | 7,184 | 3 | 839 | 7,662 | 3 | 916 | 7,572 | 4 | 876 | 6,974 | 5 | 792 |
| 21 - 24 | 5,941 | 4 | 637 | 5,725 | 1 | 626 | 6,065 | 4 | 681 | 6,085 | 5 | 713 | 5,746 | 1 | 620 |
| 25 - 64 | 36,042 | 24 | 3,502 | 36,093 | 27 | 3,611 | 37,115 | 27 | 4,080 | 37,512 | 20 | 4,036 | 37,515 | 28 | 3,923 |
| 65 + | 6,515 | 11 | 752 | 6,789 | 13 | 800 | 7,119 | 11 | 939 | 7,420 | 18 | 923 | 7,262 | 12 | 929 |
| Unknown | 43 | 0 | 1 | 76 | 0 | 1 | 25 | 0 | 0 | 7 | 0 | 0 | 6 | 0 | 0 |
| **Total** | **55,772** | **42** | **5,671** | **55,947** | **44** | **5,884** | **58,080** | **45** | **6,624** | **58,671** | **47** | **6,561** | **57,577** | **47** | **6,276** |

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




| | 0 - 15 | 16 - 20 | 21 - 24 | 25 - 64 | 65 + | Other/ Unknown | Total |
|---|---|---|---|---|---|---|---|
| 2014 | 79 | 7,152 | 5,941 | 36,042 | 6,515 | 43 | 55,772 |
| 2015 | 80 | 7,184 | 5,725 | 36,093 | 6,789 | 76 | 55,947 |
| 2016 | 94 | 7,662 | 6,065 | 37,115 | 7,119 | 25 | 58,080 |
| 2017 | 75 | 7,572 | 6,085 | 37,512 | 7,420 | 7 | 58,671 |
| 2018 | 74 | 6,974 | 5,746 | 37,515 | 7,262 | 6 | 57,577 |
| Average | 80 | 7,309 | 5,912 | 36,855 | 7,021 | 31 | 57,209 |

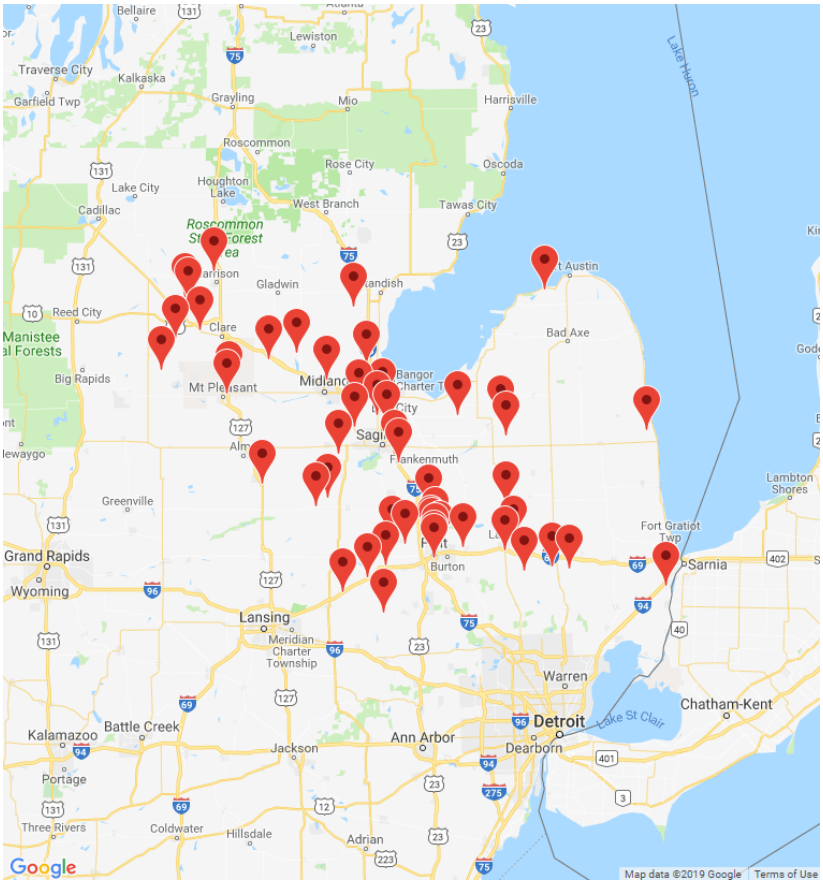
# MDOT Region - Bay (continued)

**5-Year Trend - Drivers in Crashes by Hazardous Action**

| Hazardous Action | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 34,246 | 88 | 34,784 | 100 | 35,274 | 93 | 35,697 | 100 | 35,169 | 115 |
| Speed too fast | 5,336 | 28 | 4,448 | 35 | 4,868 | 23 | 4,540 | 17 | 5,265 | 32 |
| Speed too slow | 64 | 0 | 64 | 1 | 51 | 0 | 47 | 0 | 52 | 1 |
| Failed to yield | 5,196 | 14 | 5,427 | 21 | 5,634 | 17 | 5,763 | 24 | 5,441 | 14 |
| Disregard traffic control | 1,379 | 11 | 1,501 | 11 | 1,482 | 12 | 1,373 | 15 | 1,377 | 19 |
| Drove wrong way | 60 | 3 | 56 | 1 | 52 | 5 | 39 | 1 | 41 | 2 |
| Drove left of center | 322 | 12 | 331 | 7 | 402 | 10 | 365 | 11 | 362 | 12 |
| Improper passing | 300 | 0 | 273 | 0 | 311 | 1 | 328 | 1 | 296 | 3 |
| Improper lane use | 932 | 2 | 1,009 | 2 | 1,021 | 2 | 1,095 | 2 | 1,227 | 0 |
| Improper turn | 617 | 2 | 732 | 0 | 688 | 1 | 728 | 2 | 630 | 0 |
| Improper/no signal | 122 | 0 | 94 | 0 | 70 | 0 | 60 | 0 | 54 | 0 |
| Improper backing | 1,058 | 0 | 1,077 | 1 | 1,083 | 1 | 897 | 0 | 963 | 0 |
| Unable to stop in assured clear distance | 6,574 | 6 | 6,551 | 8 | 6,818 | 5 | 6,687 | 4 | 6,149 | 15 |
| Other | 2,207 | 17 | 2,047 | 16 | 2,207 | 14 | 2,121 | 14 | 2,040 | 16 |
| Unknown | 1,210 | 19 | 1,206 | 22 | 1,892 | 22 | 2,367 | 24 | 2,100 | 20 |
| Reckless driving | 376 | 8 | 368 | 5 | 305 | 4 | 319 | 11 | 302 | 7 |
| Careless/negligent driving | 1,781 | 5 | 1,921 | 11 | 1,856 | 11 | 1,954 | 14 | 1,758 | 16 |
| Uncoded & errors | 149 | 0 | 201 | 0 | 384 | 1 | 364 | 3 | 319 | 3 |
| **Total** | **61,929** | **215** | **62,090** | **241** | **64,398** | **222** | **64,744** | **243** | **63,545** | **275** |

# MDOT Region - Bay (continued)






The picture above represents all 2018 alcohol-involved fatal crashes in MDOT Region - Bay.

In 2018, there were 1,398 alcohol-involved crashes in MDOT Region - Bay:

| | |
|---|---|
| 51 | K - Fatal Crashes |
| 133 | A - Suspected Serious Injury Crashes |
| 216 | B - Suspected Minor Injury Crashes |
| 245 | C - Possible Injury Crashes |
| 753 | O - Property Damage Only/No Injury Crashes |

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