



UPPER PENINSULA 2013 QUICK FACTS

- ☐ Some exposure factor comparisons between 2013 and 2012 show motor vehicle registrations decreased **0.6** percent, the number of licensed drivers on Upper Peninsula roads increased **0.4**, and vehicle mileage decreased **2.1** percent.
- ☐ The 2013 fatality rate increased to **1.26** deaths per 100 million miles of travel. It remains below the 10-year average of **1.27** (2004-2013).
- ☐ There were **39** people killed and **1,778** people injured in **9,956** reported motor vehicle traffic crashes in the Upper Peninsula during 2013. Compared with the 2012 experience, the number of deaths increased **30.0** percent, persons injured decreased **2.7** percent, and total reported crashes increased **0.1** percent.
- ☐ There were **9,956** reported crashes, of which **36** were fatal, **1,332** were personal injury, and **8,588** were property damage only crashes.
- ☐ Of all fatal crashes, **16.7** percent occurred at intersections.
- ☐ Of all fatal crashes, **50.0** percent involved at least one drinking operator, bicyclist, or pedestrian, **27.8** percent involved drinking but no drugs, **2.8** percent involved drugs but no drinking, and **22.2** percent involved both drinking and drugs.
- ☐ Excessive speed was indicated as the hazardous action by **25.5** percent of the drivers involved in fatal crashes.
- ☐ In 2013, there were **6,059** single vehicle crashes, a decrease of **9.2** percent from last year's count of **6,672**.
- ☐ Of the **9,956** total crashes, **6,059 (60.9%)** involved one vehicle.
- ☐ Of the **36** fatal crashes, **21 (58.3%)** involved one vehicle.
- ☐ Of the **18** alcohol-involved fatal crashes, **14 (77.8%)** involved one vehicle.
- ☐ Of the **51** drivers involved in fatal crashes, six **(11.8%)** was under 21 years of age.
- ☐ Of the **309,387** persons living in the Upper Peninsula [1. References and Reporting Agencies] one out of every **7,933** was killed in a traffic crash and one out of every **174** was injured.
- ☐ For each person killed, **46** persons were injured.
- ☐ The pedestrian death toll for the Upper Peninsula stands at three persons (ages 49, 54, and 91). Twenty-eight pedestrians were injured.
- ☐ For each pedestrian killed, there were nine pedestrians injured.
- ☐ Of the three pedestrians killed: two were standing/laying in the roadway, and one was in the roadway for another reason.



- ☐ There were no bicyclist fatalities and **35** bicyclists were injured.
- ☐ Of the **14,130** drivers and injured passengers involved in crashes, **12,578** or **89.0** percent were *reported* to have been using occupant restraints. Restraint usage among fatal victims, where usage was known, was reported to be **60.0** percent in 2013.
- ☐ Motor vehicle occupants age 75-110 had the highest reported restraint usage (**96.6%**). Children age 11-15 had the lowest reported restraint usage (**83.9%**).
- ☐ The economic loss in traffic crashes in the Upper Peninsula amounted to **\$310,764,000**.

Note: Information on the cost of crashes was provided by the National Safety Council.