UPPER PENINSULA ROADWAY INJURY EXPERIENCE FOR PERSONS WHO HAD BEEN DRINKING AND/OR USING DRUGS

VEHICLE	SEVERITY	TOTAL	CRASHES INVOLVING DRINKING, NOT DRUGS		CRASHES INVOLVING DRUGS, NOT DRINKING		CRASHES INVOLVING DRINKING AND DRUGS		TOTAL CRASHES INVOLVING DRINKING AND/OR DRUGS	
			Operator in Crash	Operator Drinking	Operator in Crash	Operator Drugs	Operator in Crash	Operator Drinking and Drugs	Operator in Crash	Operator Drinking and/or Drugs
BICYCLISTS	Total*	33	3	1	0	0	0	0	3	1
	Killed	0	0	0	0	0	0	0	0	0**
	Injured	29	3	1	0	0	0	0	3	1
DRIVERS	Total*	13,287	345	278	41	30	42	33	428	341
	Killed	15	3	3	2	2	0	0	5	5**
	Injured	1,233	100	91	11	11	16	16	127	118
MOTORCYCLISTS	Total*	146	14	10	2	2	2	2	18	14
	Killed	3	0	0	2	2	1	1	3	3**
	Injured	102	10	8	0	0	1	1	11	9
ORV/ ATV RIDERS	Total*	50	8	7	0	0	0	0	8	7
	Killed	1	0	0	0	0	0	0	0	0**
	Injured	34	6	6	0	0	0	0	6	6
PEDESTRIANS	Total*	43	6	4	0	0	0	0	6	4
	Killed	1	1	1	0	0	0	0	1	1**
	Injured	40	5	3	0	0	0	0	5	3
SNOWMOBILERS	Total*	65	8	7	0	0	0	0	8	7
	Killed	1	1	1	0	0	0	0	1	1**
	Injured	37	6	5	0	0	0	0	6	5

**Total does include property damage only crashes*

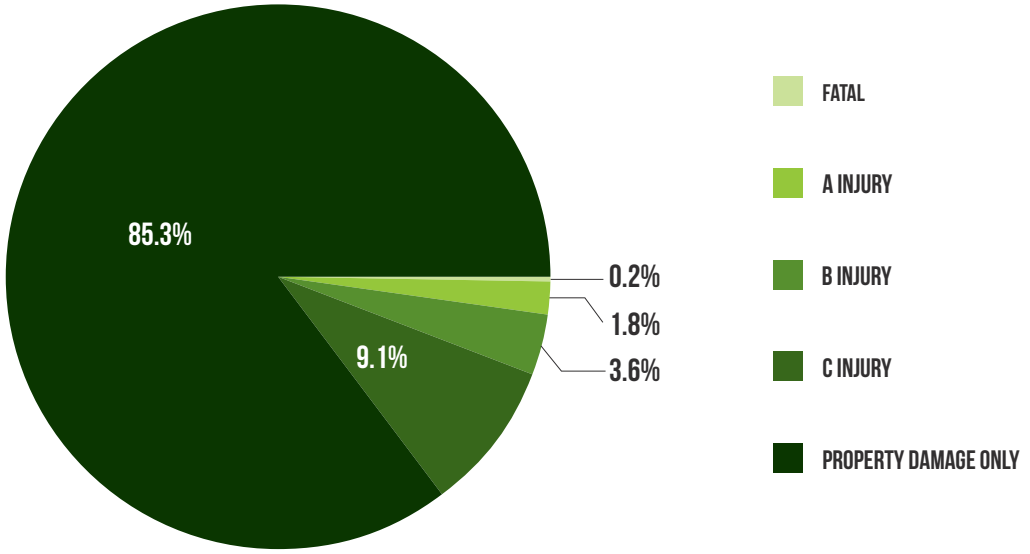
**In the Upper Peninsula, there were no bicyclists, five drivers, three motorcyclists, no ORV/ATV riders, one pedestrian, and one snowmobiler who were killed and coded as drinking and/or using drugs by the police officer.

DRIVER DRINKING AND/OR USING DRUGS AND INJURY SEVERITY IN CRASH BY AGE

AGE OF DRIVER IN CRASH	ALL CRASHES				FATAL				INJURY			
	Drinking Only	Drug Only	Both	Total	**Drinking Only**	Drug Only	Both	Total	**Drinking Only**	Drug Only	Both	Total
13 years and under	0	0	0	0	0	0	0	0	0	0	0	0
14 years	0	0	0	0	0	0	0	0	0	0	0	0
15 years	0	0	0	0	0	0	0	0	0	0	0	0
16 years	3	0	0	3	0	0	0	0	2	0	0	2
17 years	4	2	0	6	0	0	0	0	0	0	0	0
18 years	6	0	1	7	0	0	0	0	3	0	1	4
19 years	6	2	3	11	0	0	0	0	1	1	1	3
20 years	46	4	3	53	1	0	0	1	18	2	1	21
21 - 24 years	73	10	10	93	0	0	0	0	30	6	3	39
25 - 34 years	57	4	4	65	1	0	1	2	24	2	2	28
35 - 44 years	32	4	8	44	0	0	0	0	10	1	4	15
45 - 54 years	24	3	4	31	1	1	0	2	6	0	3	9
55 - 64 years	14	1	0	15	0	1	0	1	5	0	0	5
65 - 69 years	8	0	0	8	0	0	0	0	4	0	0	4
70 - 74 years	3	0	0	3	0	0	0	0	2	0	0	2
75 - 79 years	1	0	0	1	0	0	0	0	1	0	0	1
80 - 84 years	0	0	0	0	0	0	0	0	0	0	0	0
85 - 89 years	0	0	0	0	0	0	0	0	0	0	0	0
90 years and over	1	0	0	1	0	0	0	0	0	0	0	0
Unknown	278	30	33	341	3	2	1	6	106	12	15	133

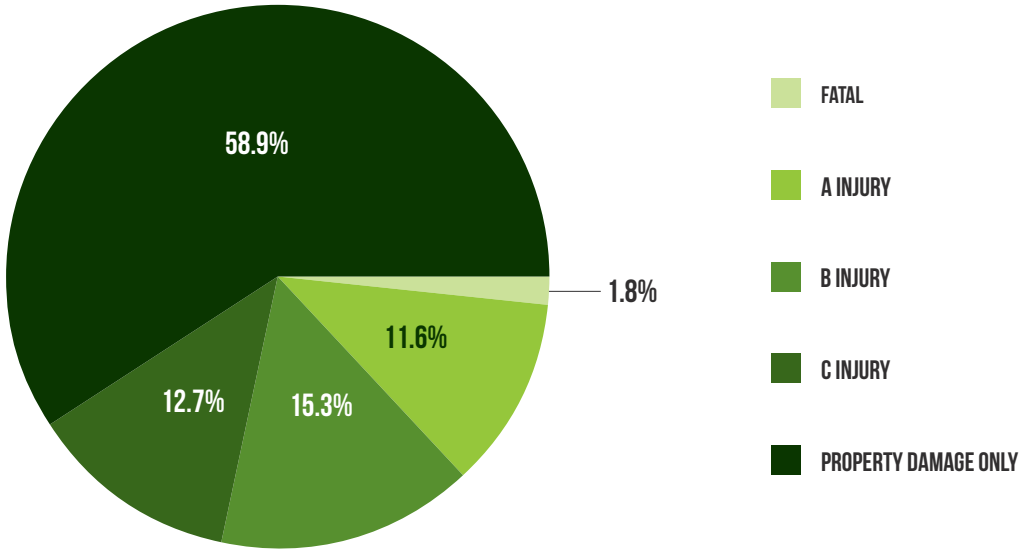
The driver age group 21 to 24 years represents the highest number of drinking and/or drug use in total crashes. The driver age groups 25 to 34 and 45 to 54 represent the highest number of drinking and/or drug use in fatal crashes.

UPPER PENINSULA ALL CRASHES BY INJURY SEVERITY



The majority of crashes do not involve injury (85.3%). Possible (C) injury crashes represent about two thirds of all injury crashes.

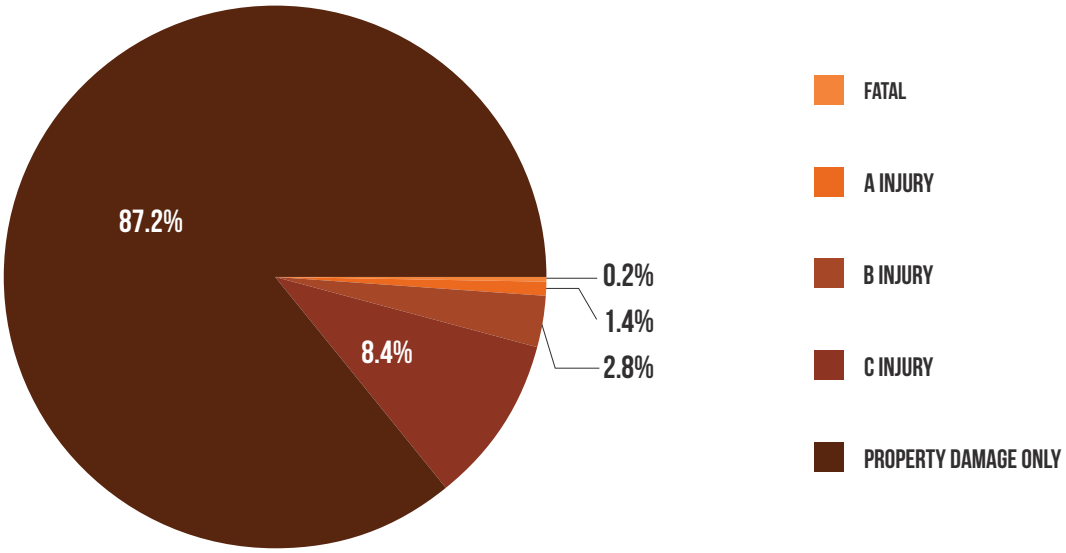
UPPER PENINSULA HAD-BEEN-DRINKING CRASHES BY INJURY SEVERITY



The problem of the drinking driver, pedestrian, and/or bicyclist is seen by comparing the two charts on this page. All injury levels are greater, and a fatality in the crash is nine times more likely when one of the crash-involved operators is reported as had-been-drinking (HBD).

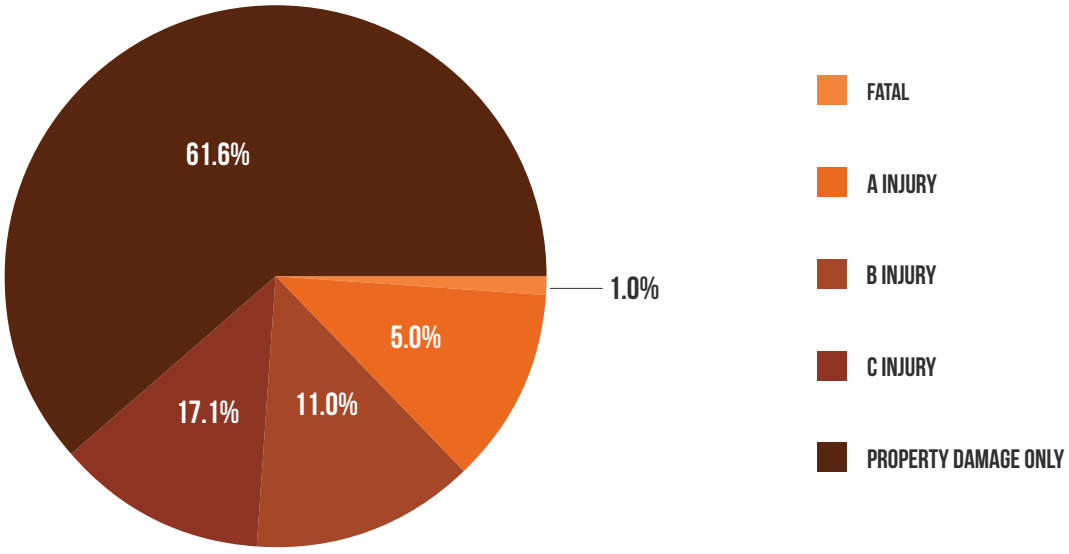
UPPER PENINSULA DEATH & INJURY FOR CRASH INVOLVED OCCUPANTS

OCCUPANTS IN CRASHES



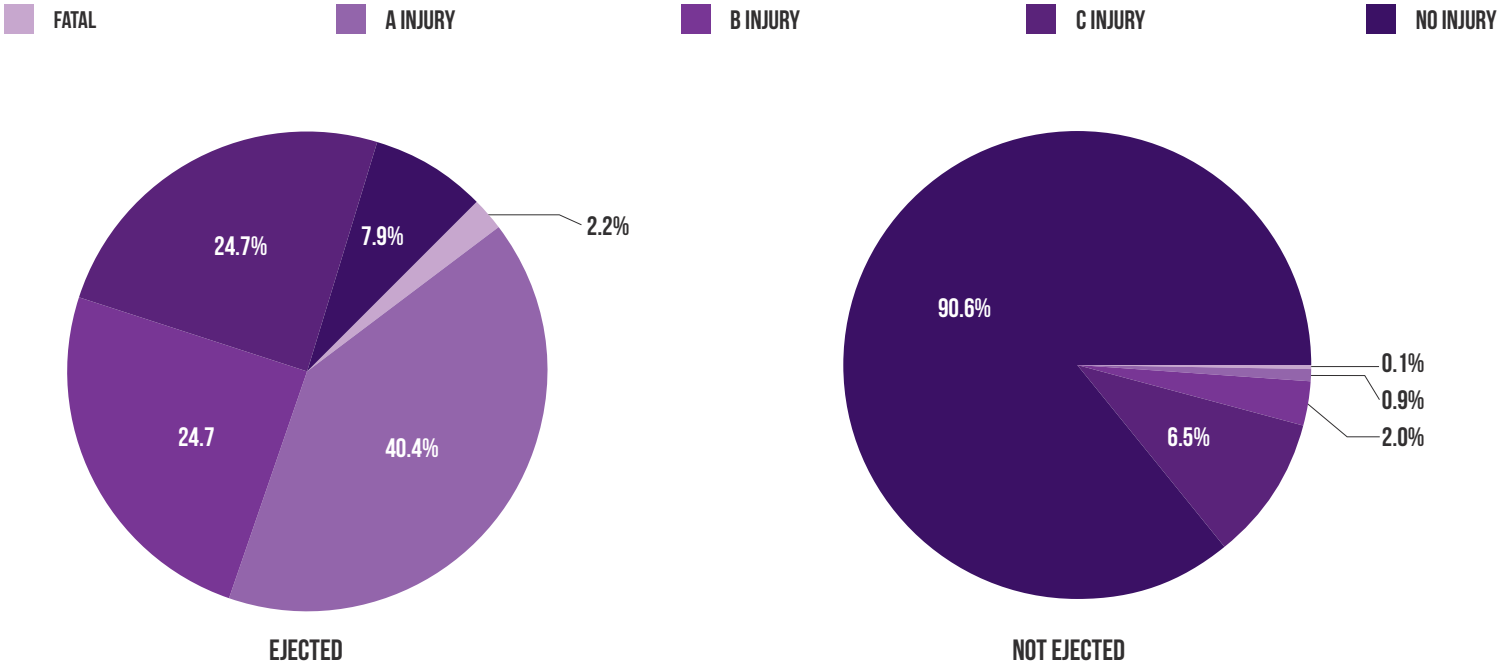
The majority of occupants involved in crashes are not injured (87.2%). About 66% of those who are injured receive only possible (C) injuries.

OCCUPANTS IN HAD-BEEN-DRINKING CRASHES



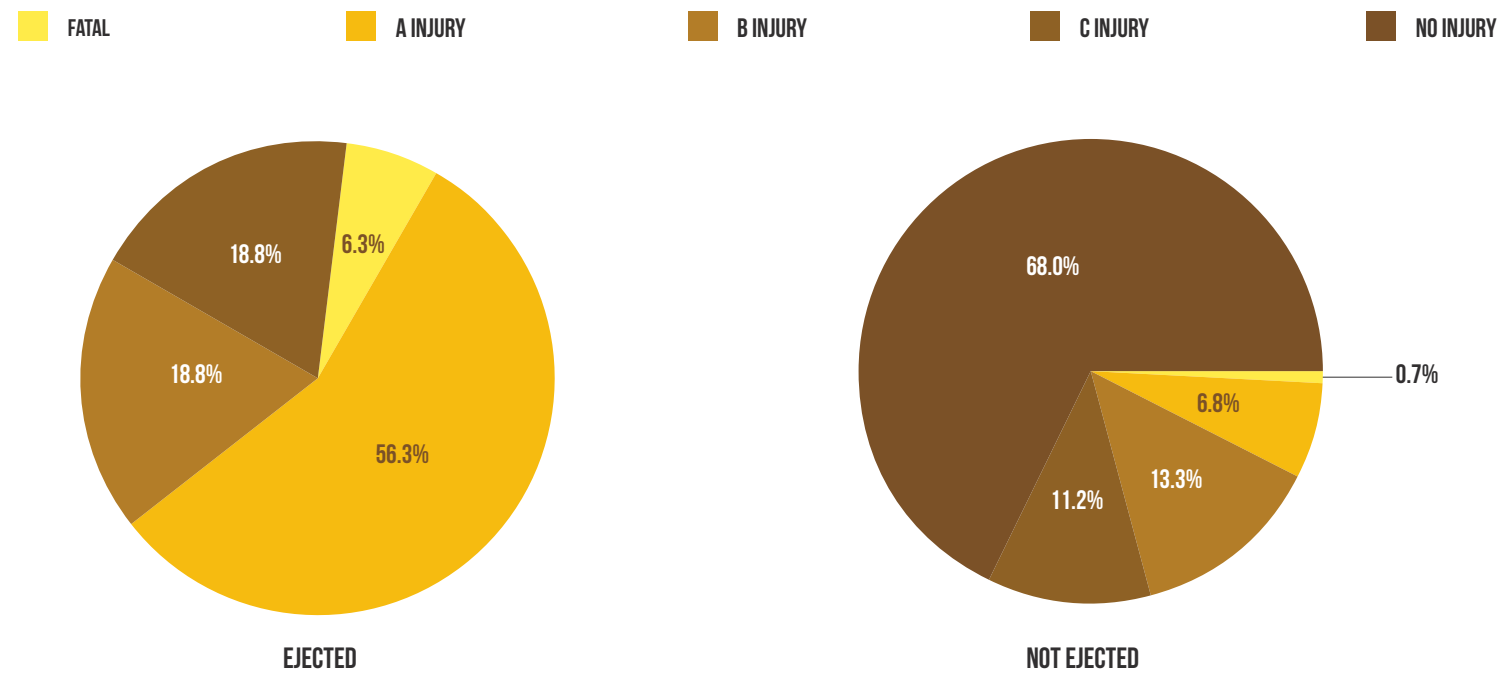
Crashes involving drinking tend to be more serious than non-drinking crashes. The percentage of fatalities is five times higher, and the most serious injury level (A) in had-been-drinking crashes is about three and a half times higher than in all crashes.

UPPER PENINSULA ALL DRIVERS INJURY SEVERITY - EJECTED VS. NOT EJECTED



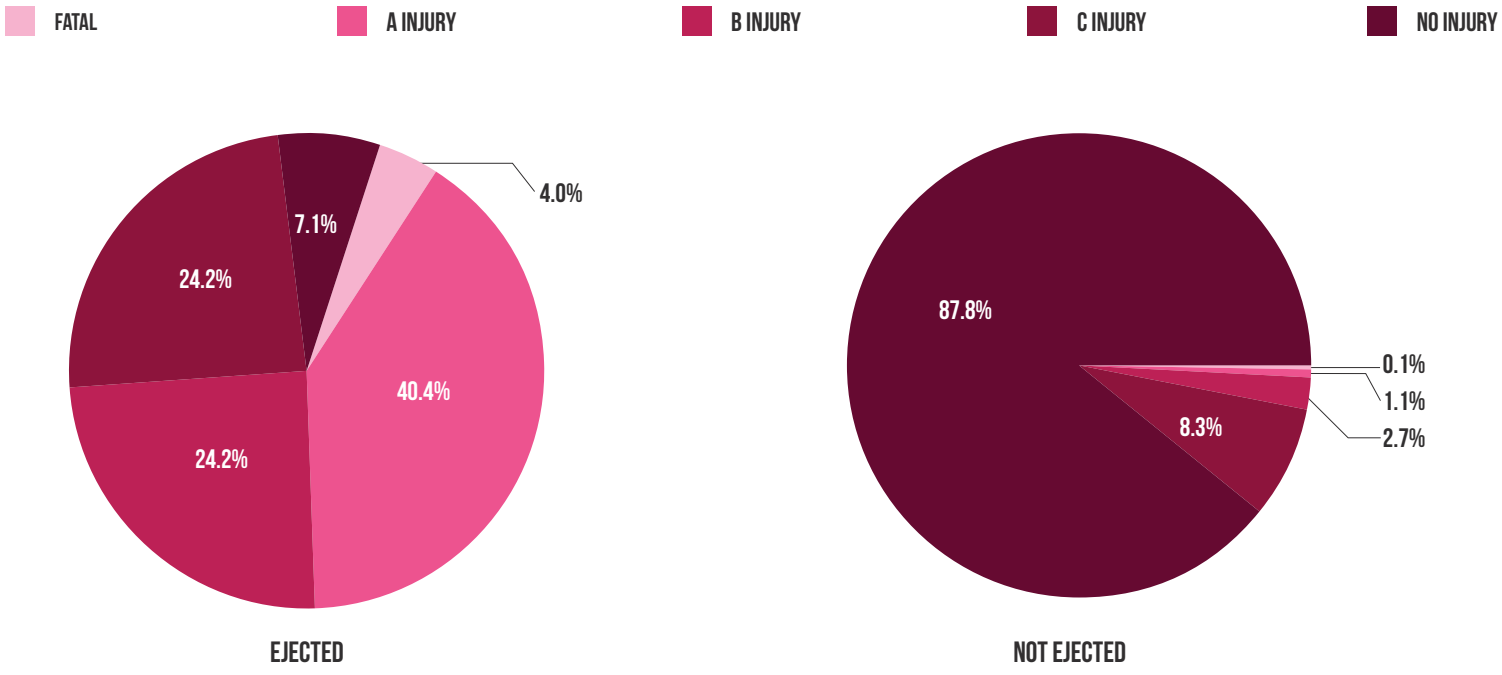
As can be seen in the two charts above, death and injury are much more likely when drivers are ejected from vehicles.

UPPER PENINSULA HAD-BEEN-DRINKING DRIVERS INJURY SEVERITY - EJECTED VS. NOT EJECTED



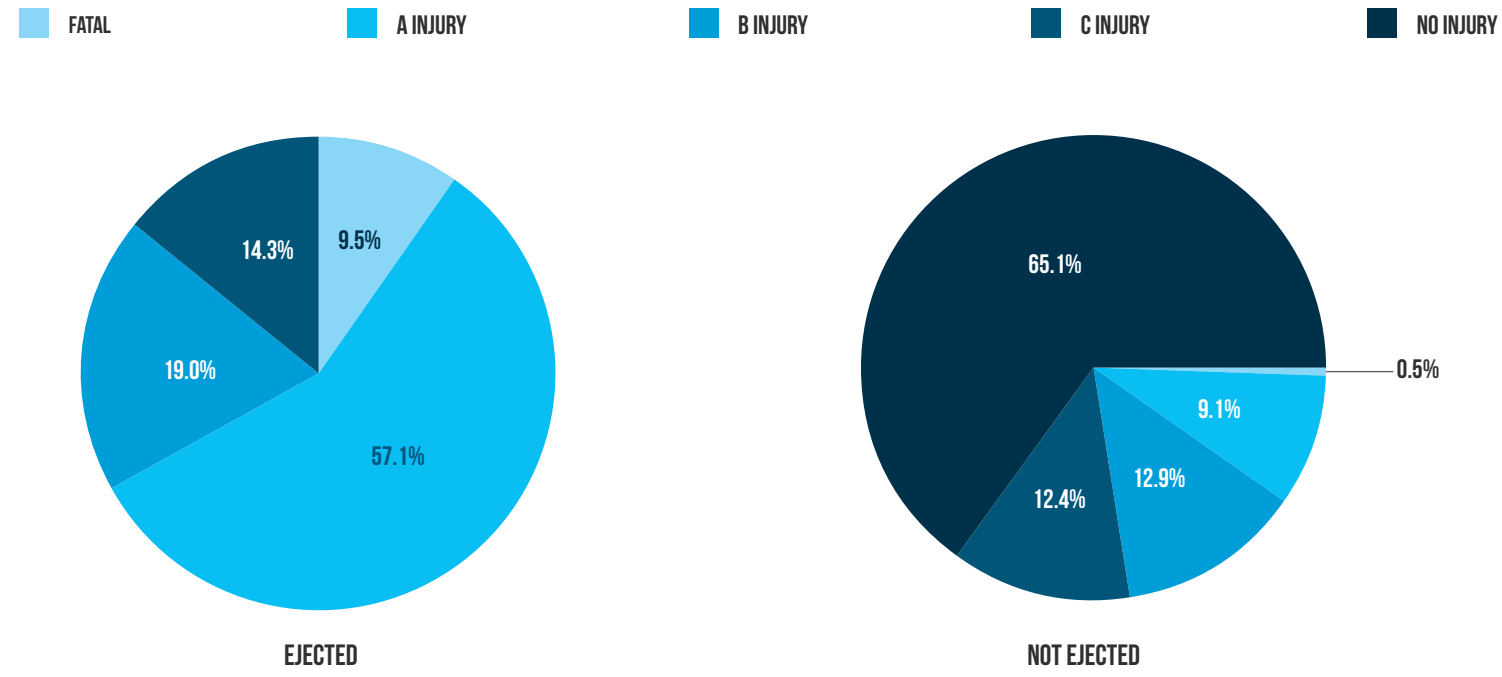
When compared to the charts above, the had-been-drinking charts demonstrate that injury severity is much worse for drivers who had been drinking in both ejected and non-ejected events.

UPPER PENINSULA ALL OCCUPANTS CRASHES INJURY SEVERITY - EJECTED VS. NOT EJECTED



As can be seen in the two charts above, death and injury are much more likely when occupants are ejected from vehicles.

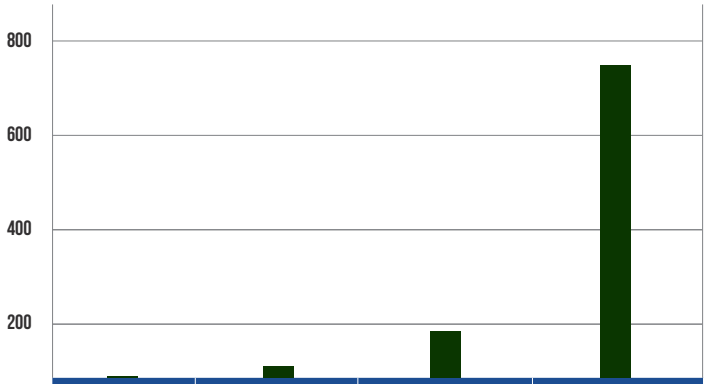
UPPER PENINSULA OCCUPANTS OF HAD-BEEN-DRINKING CRASHES INJURY SEVERITY - EJECTED VS. NOT EJECTED



When compared to the charts above, the charts of occupants of had-been-drinking crashes demonstratethat injury severity is much worse for occupants in a crash where drinking is reported in both ejected and non-ejected events.

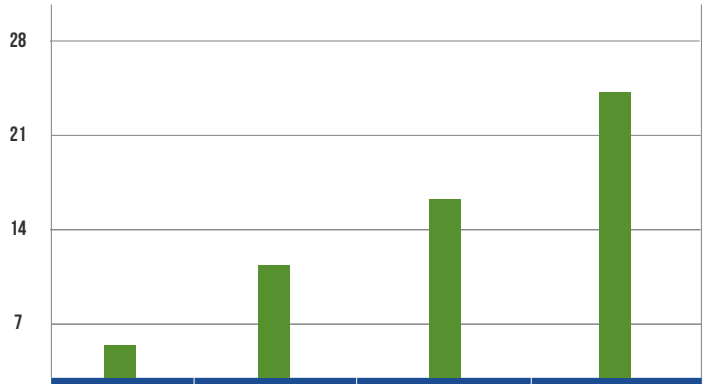
UPPER PENINSULA INJURY SEVERITY & RESTRAINT USE BY DRIVER INJURY

ALL CRASHES-RESTRAINTS USED



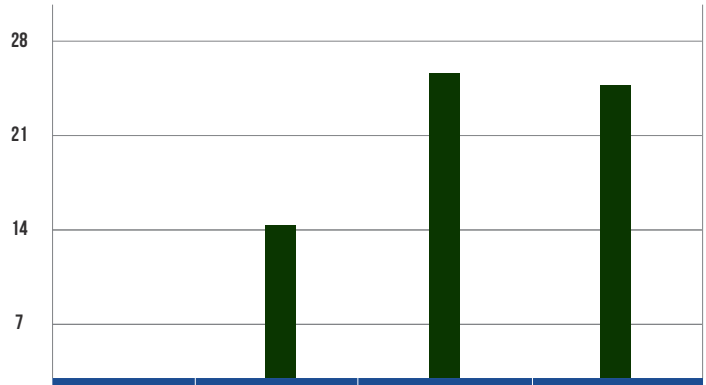
FATAL (K)	INCAPACITATING INJURY (A)	NON-INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)
8	66	190	721

ALL CRASHES-RESTRAINTS NOT USED



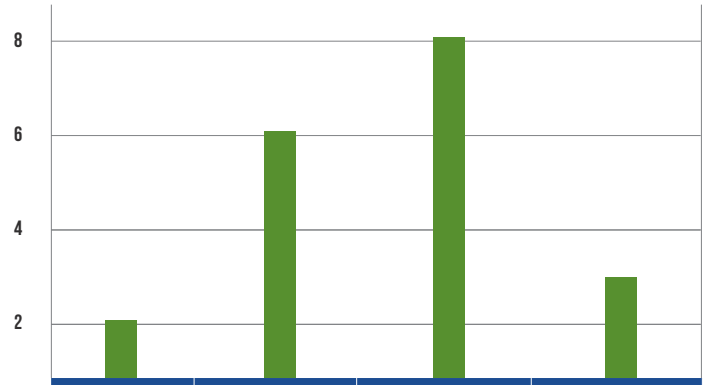
FATAL (K)	INCAPACITATING INJURY (A)	NON-INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)
4	11	16	24

HAD-BEEN DRINKING CRASHES-RESTRAINTS USED



FATAL (K)	INCAPACITATING INJURY (A)	NON-INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)
0	14	25	24

HAD-BEEN DRINKING CRASHES-RESTRAINTS NOT USED

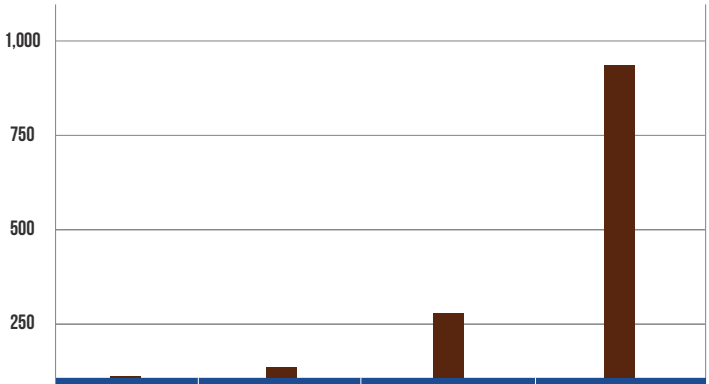


FATAL (K)	INCAPACITATING INJURY (A)	NON-INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)
2	6	8	3

Note: Restraints used represent shoulder belts only used, lap belts only used, both lap and shoulder belts used, and restraint failure. Restraints not used represent no belts available and no belts used.

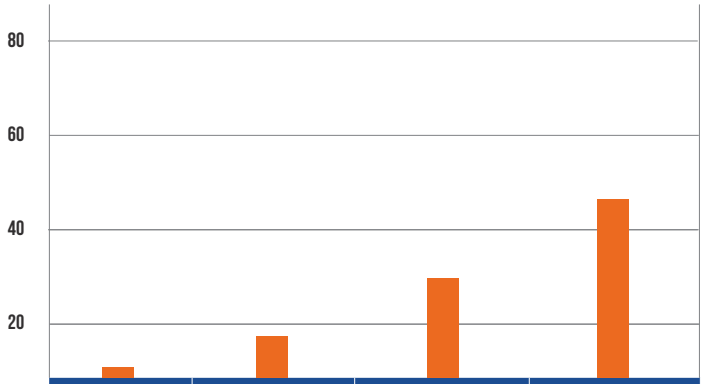
UPPER PENINSULA INJURY SEVERITY & RESTRAINT USE BY OCCUPANT INJURY

ALL CRASHES-RESTRAINTS USED



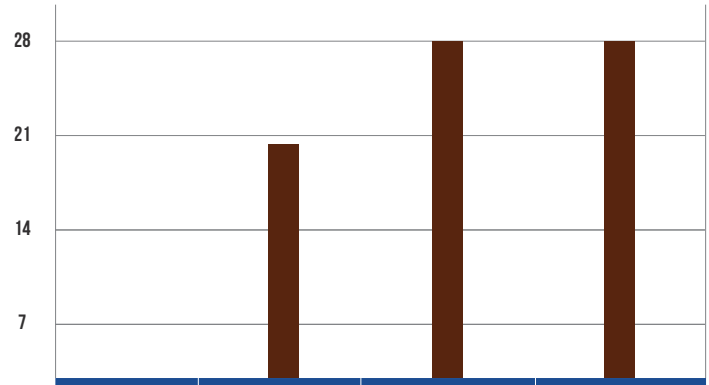
FATAL (K)	INCAPACITATING INJURY (A)	NON-INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)
10	96	255	946

ALL CRASHES-RESTRAINTS NOT USED



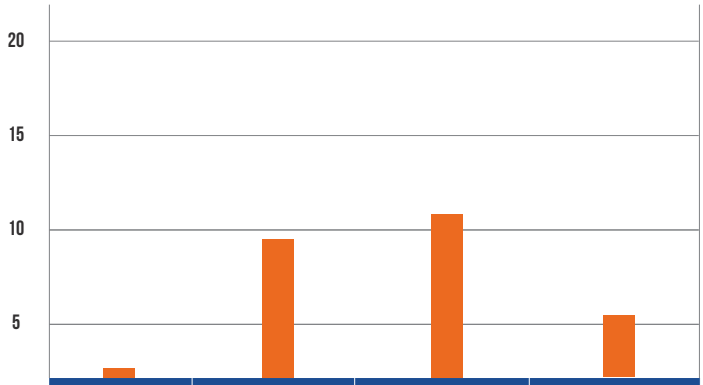
FATAL (K)	INCAPACITATING INJURY (A)	NON-INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)
6	19	30	47

HAD-BEEN DRINKING CRASHES-RESTRAINTS USED



FATAL (K)	INCAPACITATING INJURY (A)	NON-INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)
0	20	28	28

HAD-BEEN DRINKING CRASHES-RESTRAINTS NOT USED

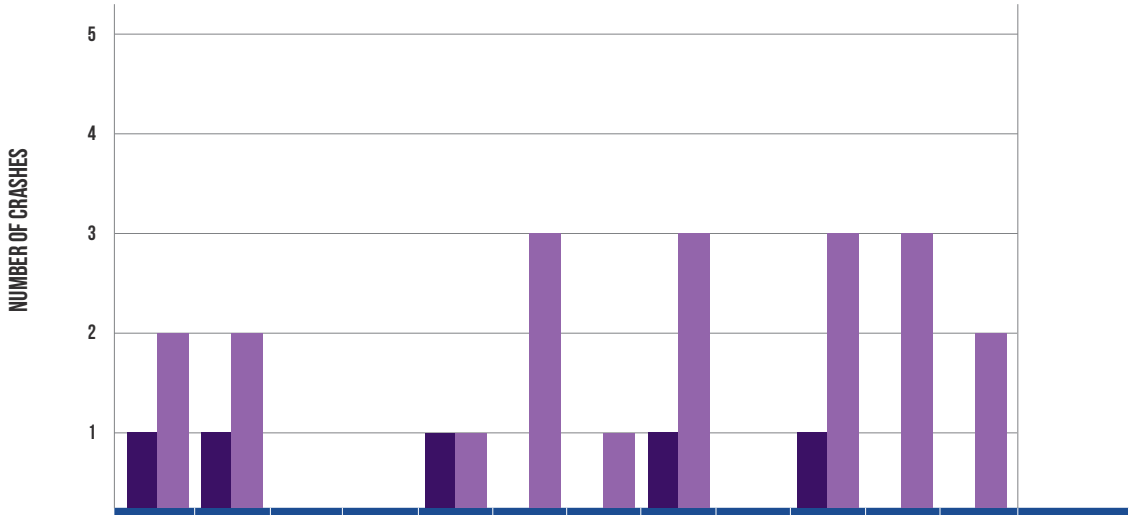


FATAL (K)	INCAPACITATING INJURY (A)	NON-INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)
1	9	11	6

Note: Restraints used represent shoulder belts only used, lap belts only used, both lap and shoulder belts used, child restraints used, and restraint failure. Restraints not used represent no belts available; no belts used; and child restraint not used, unavailble, or improper use.

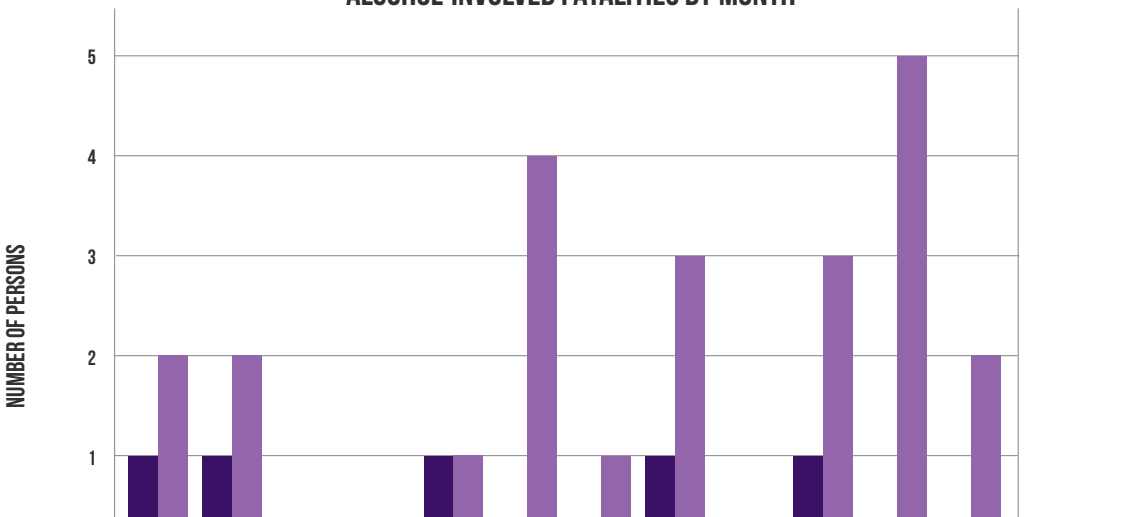
UPPER PENINSULA ALCOHOL INVOLVEMENT IN FATAL CRASHES

HAD-BEEN-DRINKING FATAL CRASHES BY MONTH



	J	F	M	A	M	J	J	A	S	O	N	D	TOTALS
HBD FATAL CRASHES	1	1	0	0	1	0	0	1	0	1	0	0	5
TOTAL FATAL CRASHES	2	2	0	0	1	3	1	3	0	3	3	2	20

ALCOHOL-INVOLVED FATALITIES BY MONTH



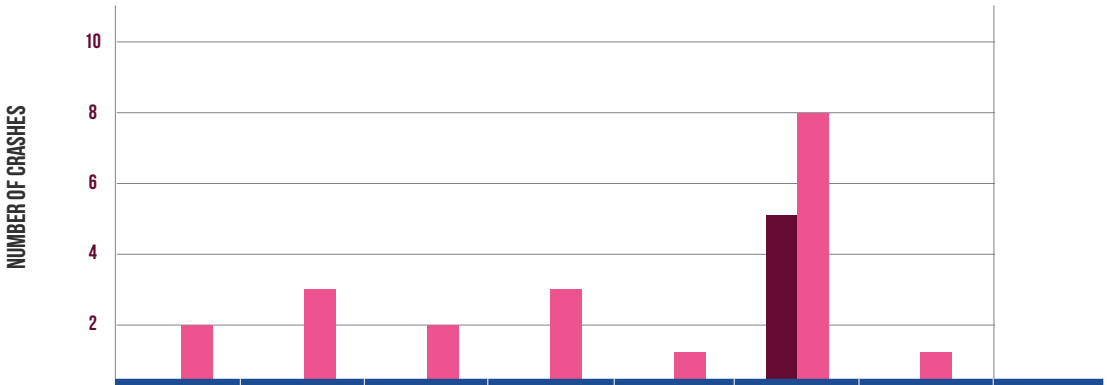
	J	F	M	A	M	J	J	A	S	O	N	D	TOTALS
ALCOHOL-INVOLVED FATALITIES	1	1	0	0	1	0	0	1	0	1	0	0	5
TOTAL FATALITIES	2	2	0	0	1	4	1	3	0	3	5	2	23

Had-been-drinking fatal crashes were highest in number during the months of January, February, May, August, and October. The number of total fatal crashes (total of non-had-been-drinking and had-been-drinking fatal crashes) reached highest levels in June, August, October, and November.

Note: An alcohol-involved fatality is any person killed in a had-been-drinking crash.

UPPER PENINSULA ALCOHOL INVOLVEMENT IN FATAL CRASHES (CONTINUED)

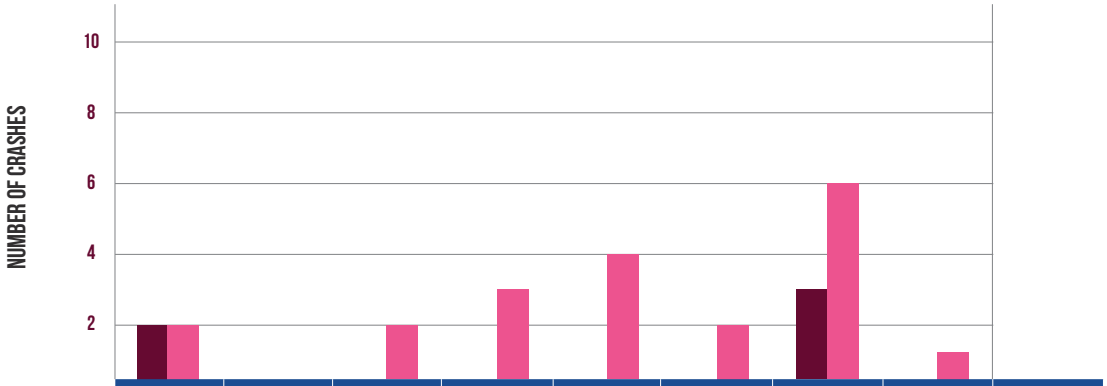
HAD-BEEN-DRINKING FATAL CRASHES BY DAY OF THE WEEK



	MON	TUES	WED	THURS	FRI	SAT	SUN	TOTALS
HBD FATAL CRASHES	0	0	0	0	0	5	0	5
TOTAL FATAL CRASHES	2	3	2	3	1	8	1	20

Saturday had the highest number of fatal crashes and the highest number of drinking-related fatal crashes in 2014.

HAD-BEEN-DRINKING FATAL CRASHES BY TIME OF DAY



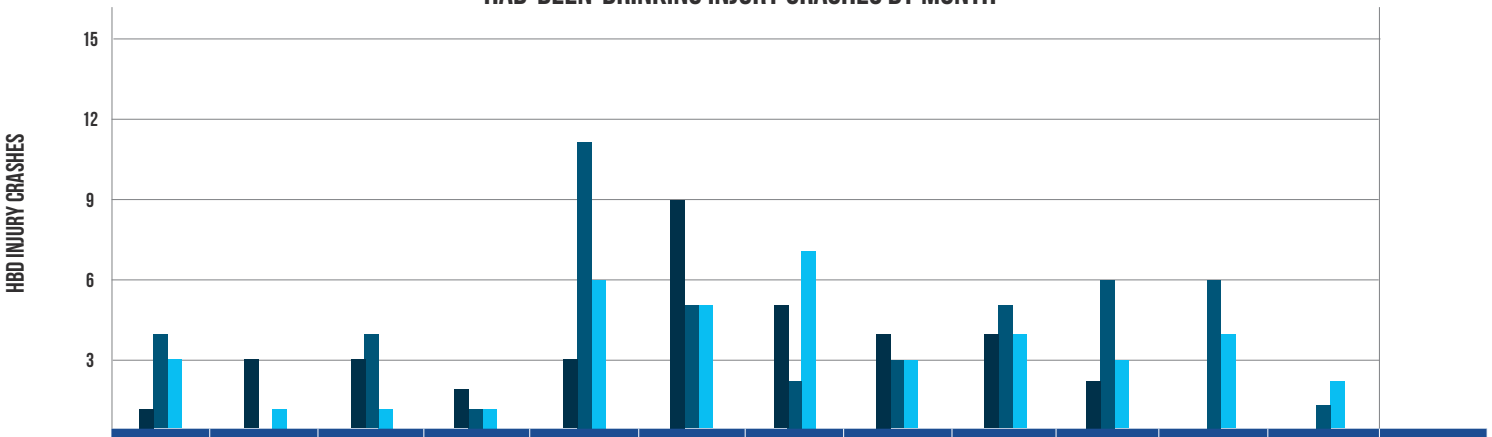
	12:00-2:59AM	3:00-5:59AM	6:00-8:59AM	9:00-11:59AM	12:00-2:59PM	3:00-5:59PM	6:00-8:59PM	9:00-11:59PM	TOTALS
HBD FATAL CRASHES	2	0	0	0	0	0	3	0	5
TOTAL FATAL CRASHES	2	0	2	3	4	2	6	1	20

The 6:00 PM to 8:59 PM time period had the highest number of HBD fatal crashes (3) and the highest number of total fatal crashes (6).

Note: An alcohol-involved fatality is any person killed in a had-been-drinking crash.

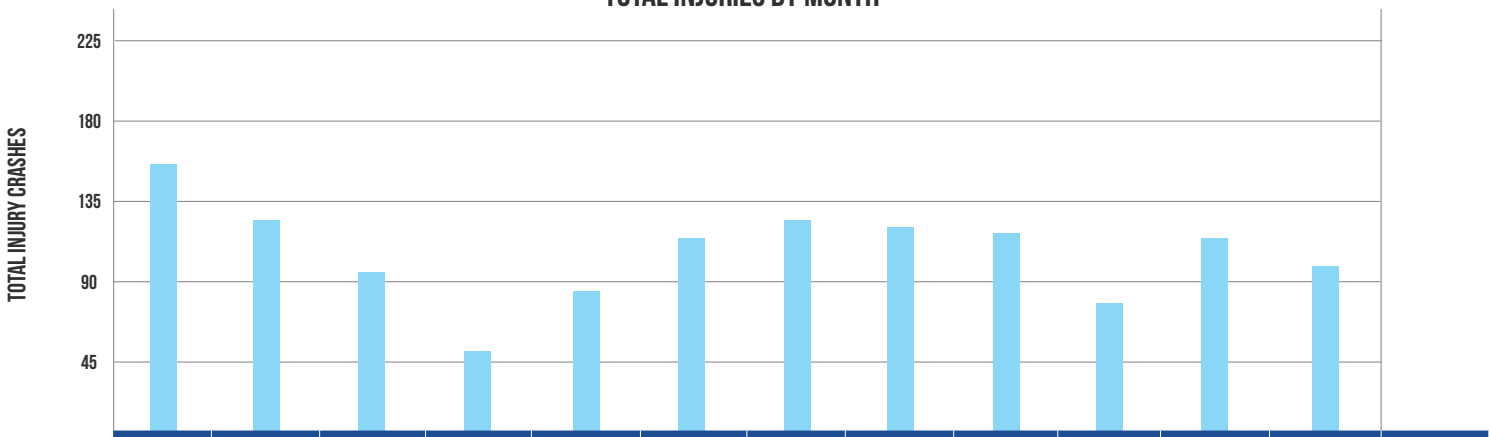
UPPER PENINSULA ALCOHOL INVOLVEMENT IN INJURY CRASHES

HAD-BEEN-DRINKING INJURY CRASHES BY MONTH



	J	F	M	A	M	J	J	A	S	O	N	D	TOTALS
HBD A INJURY CRASHES	1	3	3	2	3	9	5	4	4	2	0	0	36
HBD B INJURY CRASHES	4	0	4	1	11	5	2	3	5	6	6	1	48
HBD C INJURY CRASHES	3	1	1	1	6	5	7	3	4	3	4	2	40

TOTAL INJURIES BY MONTH



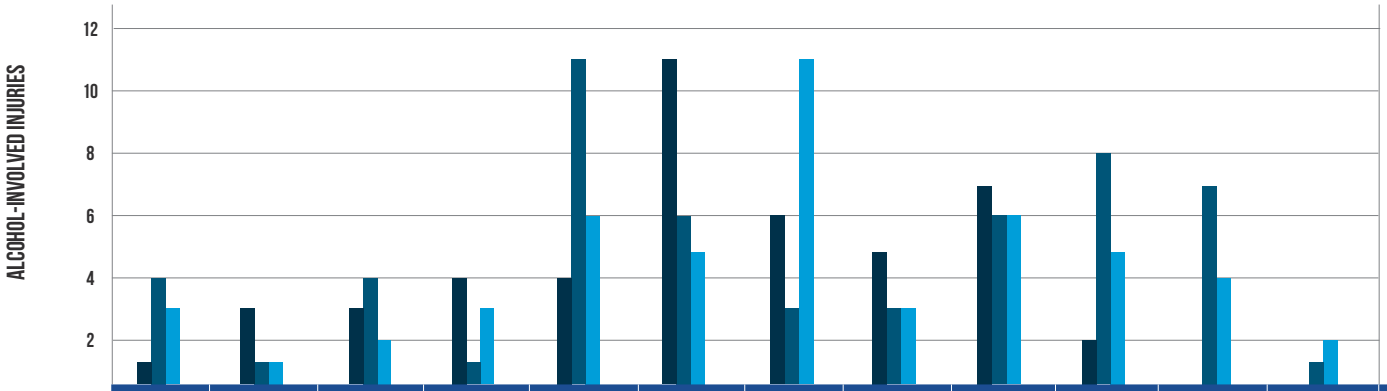
	J	F	M	A	M	J	J	A	S	O	N	D	TOTAL
TOTAL INJURY CRASHES	162	129	100	54	86	116	129	124	123	81	118	99	1,321

Alcohol involvement in injury crashes is an important indicator of the alcohol impaired driving problem. In 2014, the highest number of had-been-drinking injury crashes occurred in May (20).

Note: An alcohol-involved fatality is any person killed in a had-been-drinking crash.

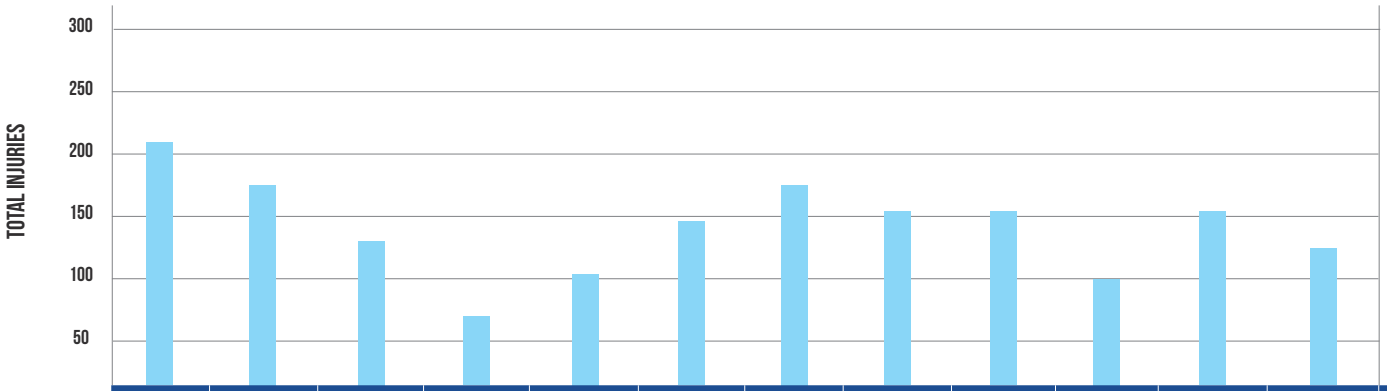
UPPER PENINSULA ALCOHOL INVOLVEMENT IN INJURY CRASHES (CONTINUED)

ALCOHOL-INVOLVED INJURIES BY MONTH



	J	F	M	A	M	J	J	A	S	O	N	D	TOTALS
ALCOHOL-INVOLVED A INJURIES	1	3	3	4	4	11	6	5	7	2	0	0	46
ALCOHOL-INVOLVED B INJURIES	4	1	4	1	11	6	3	3	6	8	7	1	55
ALCOHOL-INVOLVED C INJURIES	3	1	2	3	6	5	11	3	6	5	4	2	51

TOTAL INJURIES BY MONTH

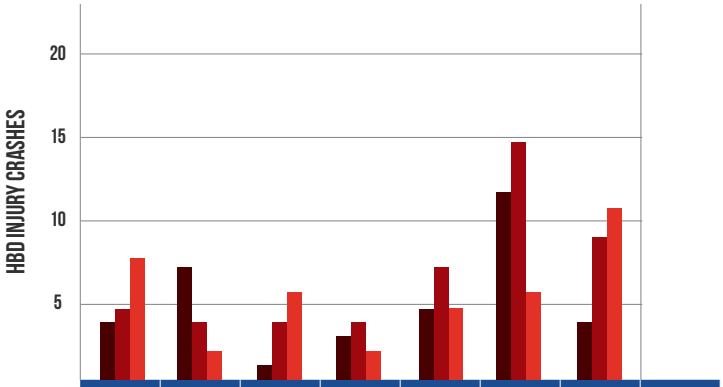


	J	F	M	A	M	J	J	A	S	O	N	D	TOTALS
TOTAL INJURIES	209	176	130	69	103	146	176	152	153	101	154	127	1,696

Note: An alcohol-involved fatality is any person killed in a had-been-drinking crash.

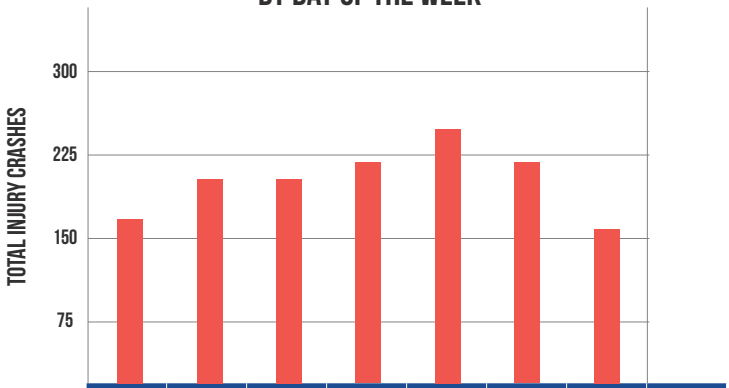
UPPER PENINSULA ALCOHOL INVOLVEMENT IN INJURY CRASHES (CONTINUED)

HAD-BEEN-DRINKING INJURY CRASHES BY DAY OF THE WEEK



	MON	TUES	WED	THURS	FRI	SAT	SUN	TOTALS
HBD A INJURIES	4	7	1	3	5	12	4	36
HBD B INJURIES	5	4	4	4	7	15	9	48
HBD C INJURIES	8	2	6	2	5	6	11	40

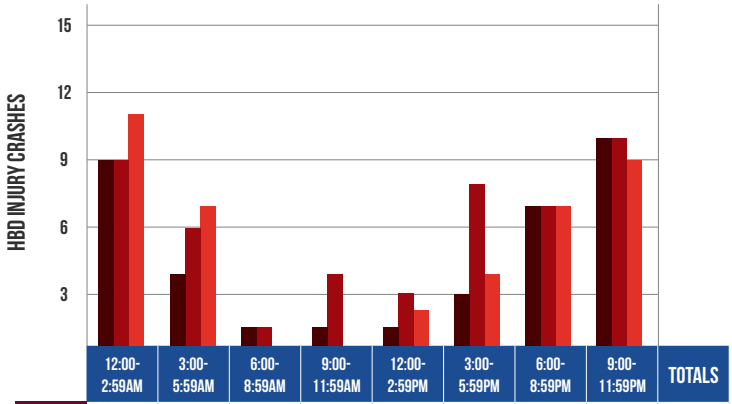
TOTAL INJURY CRASHES BY DAY OF THE WEEK



	MON	TUES	WED	THURS	FRI	SAT	SUN	TOTALS
TOTAL INJURY CRASHES	162	184	186	206	237	194	152	1,321

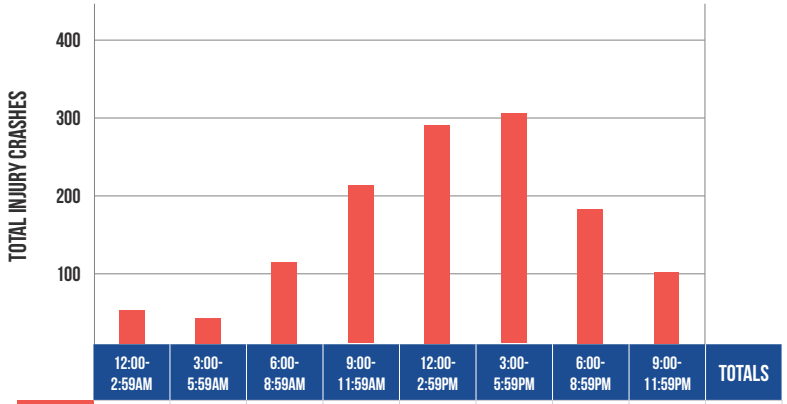
The peak day for all injury crashes is Friday. The highest proportion of had-been-drinking injury crashes to total injury crashes occurred on Saturday (17.0%).

HAD-BEEN-DRINKING INJURY CRASHES BY TIME OF DAY



	12:00-2:59AM	3:00-5:59AM	6:00-8:59AM	9:00-11:59AM	12:00-2:59PM	3:00-5:59PM	6:00-8:59PM	9:00-11:59PM	TOTALS
HBD A INJURIES	9	4	1	1	1	3	7	10	36
HBD B INJURIES	9	6	1	4	3	8	7	10	48
HBD C INJURIES	11	7	0	0	2	4	7	9	40

TOTAL INJURY CRASHES BY TIME OF DAY



	12:00-2:59AM	3:00-5:59AM	6:00-8:59AM	9:00-11:59AM	12:00-2:59PM	3:00-5:59PM	6:00-8:59PM	9:00-11:59PM	TOTALS
TOTAL INJURY CRASHES	54	44	120	217	290	307	187	102	1,321

Total injury crash frequencies peak in the hours between 3:00 PM and 5:59 PM, while had-been-drinking injury crash frequencies peak between 9:00 PM and 2:59 AM. There were no had-been-drinking injury crashes where the time of day was unknown.

UPPER PENINSULA MALE DRIVERS BY AGE & INJURY SEVERITY IN CRASH

AGE OF DRIVER IN CRASH	MALE DRIVERS		FATAL		INJURY			PROPERTY DAMAGE ONLY
	Number	% of Total	Number	% of Total	A	B	C	
13 years and under	4	0.1	0	0.0	1	0	1	2
14 years	2	0.0	0	0.0	1	0	0	1
15 years	17	0.2	1	4.5	2	1	5	8
16 years	99	1.4	0	0.0	5	5	16	73
17 years	150	2.1	0	0.0	1	5	16	128
18 years	171	2.4	1	4.5	7	6	15	142
19 years	170	2.3	1	4.5	6	8	16	139
20 years	173	2.4	0	0.0	1	9	14	149
21 - 24 years	614	8.5	1	4.5	13	27	65	508
25 - 34 years	1,197	16.5	1	4.5	23	51	127	995
35 - 44 years	1,013	14.0	4	18.2	21	33	111	844
45 - 54 years	1,231	17.0	3	13.6	29	54	111	1,034
55 - 64 years	1,155	16.0	7	31.8	21	37	120	970
65 - 69 years	460	6.4	2	9.1	10	18	50	380
70 - 74 years	315	4.4	0	0.0	7	11	24	273
75 - 79 years	212	2.9	0	0.0	3	8	26	175
80 - 84 years	140	1.9	1	4.5	3	5	16	115
85 - 89 years	65	0.9	0	0.0	2	3	6	54
90 years and over	23	0.3	0	0.0	0	0	0	23
Unknown	24	0.3	0	0.0	0	0	4	20
Total	7,235	100.0	22	100.0	156	281	743	6,033

The male driver age group 55 to 64 years experienced the highest number of fatal crashes. The male driver age group 25 to 34 years experienced the highest number of injury crashes. The male driver age group 45 to 54 years experienced the highest number of property damage only crashes.

Note: This table excludes 877 drivers of unknown gender.

UPPER PENINSULA MALE DRINKING DRIVERS BY AGE & INJURY SEVERITY IN CRASH

AGE OF DRINKING DRIVER IN CRASH	MALE DRIVERS		FATAL		INJURY			PROPERTY DAMAGE ONLY
	Number	% of Total	Number	% of Total	A	B	C	
13 years and under	0	0.0	0	0.0	0	0	0	0
14 years	0	0.0	0	0.0	0	0	0	0
15 years	0	0.0	0	0.0	0	0	0	0
16 years	0	0.0	0	0.0	0	0	0	0
17 years	3	1.4	0	0.0	0	0	2	1
18 years	1	0.5	0	0.0	0	0	0	1
19 years	6	2.7	0	0.0	1	1	1	3
20 years	9	4.1	0	0.0	0	1	1	7
21 - 24 years	36	16.4	0	0.0	8	5	2	21
25 - 34 years	54	24.5	0	0.0	4	12	5	33
35 - 44 years	44	20.0	2	66.7	4	6	7	25
45 - 54 years	26	11.8	0	0.0	4	6	1	15
55 - 64 years	21	9.5	1	33.3	2	2	2	14
65 - 69 years	9	4.1	0	0.0	1	0	3	5
70 - 74 years	6	2.7	0	0.0	1	2	0	3
75 - 79 years	3	1.4	0	0.0	0	2	0	1
80 - 84 years	1	0.5	0	0.0	0	1	0	0
85 - 89 years	0	0.0	0	0.0	0	0	0	0
90 years and over	0	0.0	0	0.0	0	0	0	0
Unknown	1	0.5	0	0.0	0	0	0	1
Total	220	100.0	3	100.0	25	38	24	130

The male drinking driver age group 35 to 44 years experienced the highest number of fatal crashes. The male driver age group 25 to 34 years experienced the highest number of injury crashes and property damage only crashes.

Note: This table excludes no drivers of unknown gender.

UPPER PENINSULA FEMALE DRIVERS BY AGE & INJURY SEVERITY IN CRASH

AGE OF DRIVER IN CRASH	FEMALE DRIVERS		FATAL		INJURY			PROPERTY DAMAGE ONLY
	Number	% of Total	Number	% of Total	A	B	C	
13 years and under	1	0.0	0	0.0	0	0	0	1
14 years	1	0.0	0	0.0	1	0	0	0
15 years	12	0.2	0	0.0	0	4	0	8
16 years	90	1.7	0	0.0	0	9	14	67
17 years	120	2.3	0	0.0	2	4	16	98
18 years	168	3.2	0	0.0	2	8	18	140
19 years	156	3.0	2	22.2	4	9	25	116
20 years	149	2.9	0	0.0	2	4	20	123
21 - 24 years	525	10.1	1	11.1	8	19	74	423
25 - 34 years	893	17.3	0	0.0	15	29	107	742
35 - 44 years	774	15.0	3	33.3	8	36	88	639
45 - 54 years	847	16.4	1	11.1	11	24	110	701
55 - 64 years	750	14.5	1	11.1	10	22	99	618
65 - 69 years	262	5.1	0	0.0	6	8	32	216
70 - 74 years	160	3.1	0	0.0	1	8	17	134
75 - 79 years	127	2.5	0	0.0	0	6	13	108
80 - 84 years	62	1.2	0	0.0	1	6	9	46
85 - 89 years	48	0.9	1	11.1	2	6	4	35
90 years and over	13	0.3	0	0.0	0	0	3	10
Unknown	17	0.3	0	0.0	0	0	1	16
Total	5,175	100.0	9	100.0	73	202	650	4,241

The female driver age group 35 to 44 years experienced the highest number of fatal crashes. The female driver age group 25 to 34 years experienced the highest number of injury crashes and property damage only crashes.

Note: This table excludes 877 drivers of unknown gender.

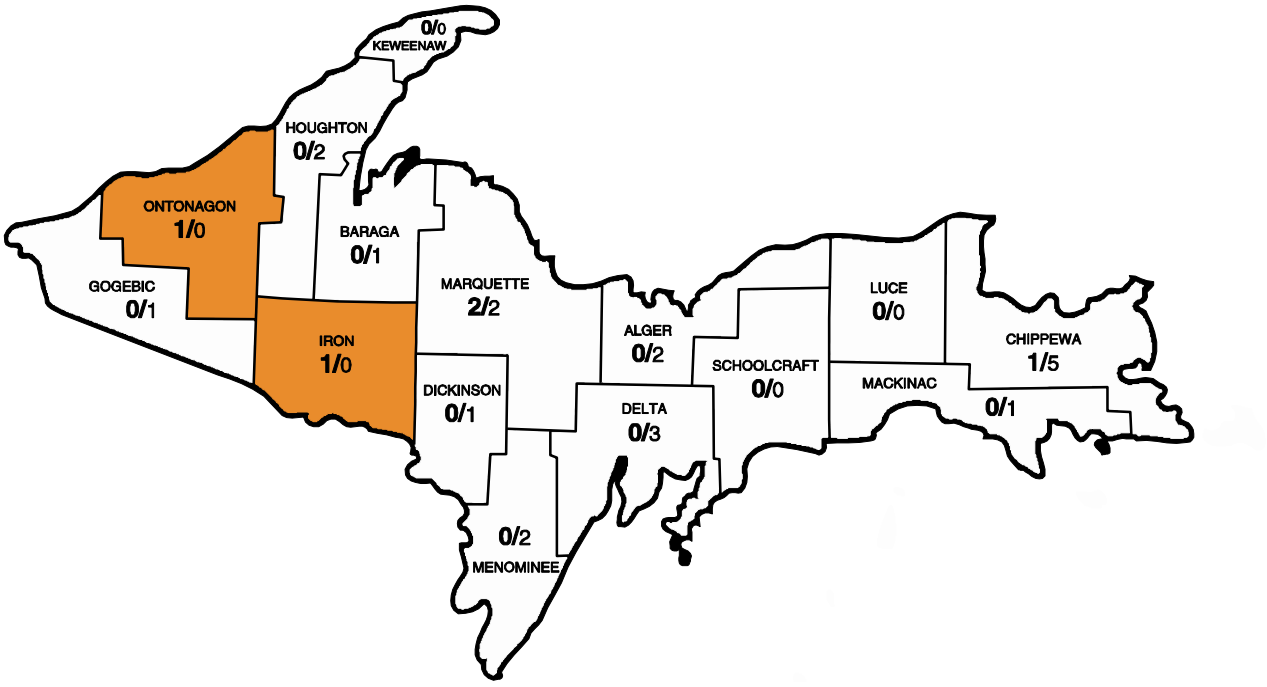
UPPER PENINSULA FEMALE DRINKING DRIVERS BY AGE & INJURY SEVERITY IN CRASH

AGE OF DRINKING DRIVER IN CRASH	FEMALE DRIVERS		FATAL		INJURY			PROPERTY DAMAGE ONLY
	Number	% of Total	Number	% of Total	A	B	C	
13 years and under	0	0.0	0	0.0	0	0	0	0
14 years	0	0.0	0	0.0	0	0	0	0
15 years	0	0.0	0	0.0	0	0	0	0
16 years	0	0.0	0	0.0	0	0	0	0
17 years	0	0.0	0	0.0	0	0	0	0
18 years	3	3.3	0	0.0	0	0	0	3
19 years	1	1.1	0	0.0	0	1	0	0
20 years	0	0.0	0	0.0	0	0	0	0
21 - 24 years	13	14.3	1	100.0	1	1	2	8
25 - 34 years	29	31.9	0	0.0	2	4	6	17
35 - 44 years	17	18.7	0	0.0	2	3	4	8
45 - 54 years	14	15.4	0	0.0	1	0	2	11
55 - 64 years	7	7.7	0	0.0	3	0	0	4
65 - 69 years	5	5.5	0	0.0	1	0	0	4
70 - 74 years	2	2.2	0	0.0	1	0	0	1
75 - 79 years	0	0.0	0	0.0	0	0	0	0
80 - 84 years	0	0.0	0	0.0	0	0	0	0
85 - 89 years	0	0.0	0	0.0	0	0	0	0
90 years and over	0	0.0	0	0.0	0	0	0	0
Unknown	0	0.0	0	0.0	0	0	0	0
Total	91	100.0	1	100.0	11	9	14	56

The female drinking driver age group 21 to 24 years experienced the highest number of fatal crashes. The female driver age group 25 to 34 years experienced the highest number of injury crashes and property damage only crashes.

Note: This table excludes no drivers of unknown gender.

TRAFFIC FATALITIES WITH DRINKING INVOLVEMENT BY COUNTY



Where HBD
Traffic Fatalities Occurred

A One-Year Comparison

2014 = 5 / 2013 = 20

Same or decrease

Increase