







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*	36	2	0	1	1	0	0	3	1
	Killed	0	0	0	0	0	0	0	0	0
	Injured	26	1	0	1	1	0	0	2	1
 DRIVERS	Total*	11,662	366	267	67	42	39	31	472	340
	Killed	20	8	6	1	1	1	1	10	8
	Injured	1,123	105	88	19	16	12	10	136	114
 MOTORCYCLISTS	Total*	114	9	8	1	1	0	0	10	9
	Killed	4	2	2	1	1	0	0	3	3
	Injured	81	7	6	0	0	0	0	7	6
 ORV/ ATV RIDERS	Total*	61	12	12	0	0	0	0	12	12
	Killed	0	0	0	0	0	0	0	0	0
	Injured	47	10	10	0	0	0	0	10	10
 PEDESTRIANS	Total*	42	7	6	3	3	0	0	10	9
	Killed	1	0	0	0	0	0	0	0	0
	Injured	39	6	5	3	3	0	0	9	8
 SNOWMOBILERS	Total*	40	2	2	0	0	0	0	2	2
	Killed	0	0	0	0	0	0	0	0	0
	Injured	23	1	1	0	0	0	0	1	1

*Total does include property damage only crashes

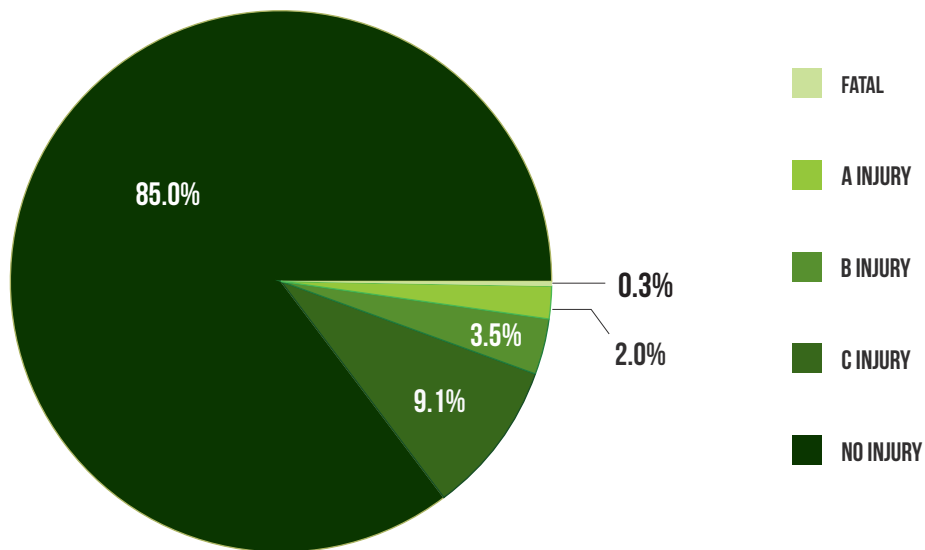
**In the Upper Peninsula, there were no bicyclists, eight drivers, three motorcyclists, no ORV/ATV riders, no pedestrians, and no snowmobilers who were killed and coded as drinking and/or using drugs by the police officer.

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	2	1	0	3	0	0	0	0	2	1	0	3
17 years	3	0	0	3	0	0	0	0	0	0	0	0
18 years	5	1	0	6	0	0	0	0	3	0	0	3
19 years	6	1	1	8	0	0	1	1	2	1	0	3
20 years	8	0	2	10	1	0	0	1	2	0	1	3
21 - 24 years	47	7	7	61	0	0	2	2	12	3	1	16
25 - 34 years	73	17	12	102	2	1	0	3	34	7	4	45
35 - 44 years	40	8	4	52	1	0	0	1	18	6	1	25
45 - 54 years	44	6	3	53	1	0	0	1	18	3	2	23
55 - 64 years	24	0	2	26	2	0	0	2	6	0	2	8
65 - 69 years	6	1	1	8	0	0	0	0	2	0	0	2
70 - 74 years	4	0	0	4	0	0	0	0	1	0	0	1
75 - 79 years	2	0	0	2	0	0	0	0	2	0	0	2
80 - 84 years	1	0	0	1	0	0	0	0	0	0	0	0
85 - 89 years	1	0	0	1	0	0	0	0	1	0	0	1
90 years and over	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Total	266	42	32	340	7	1	3	11	103	21	11	135

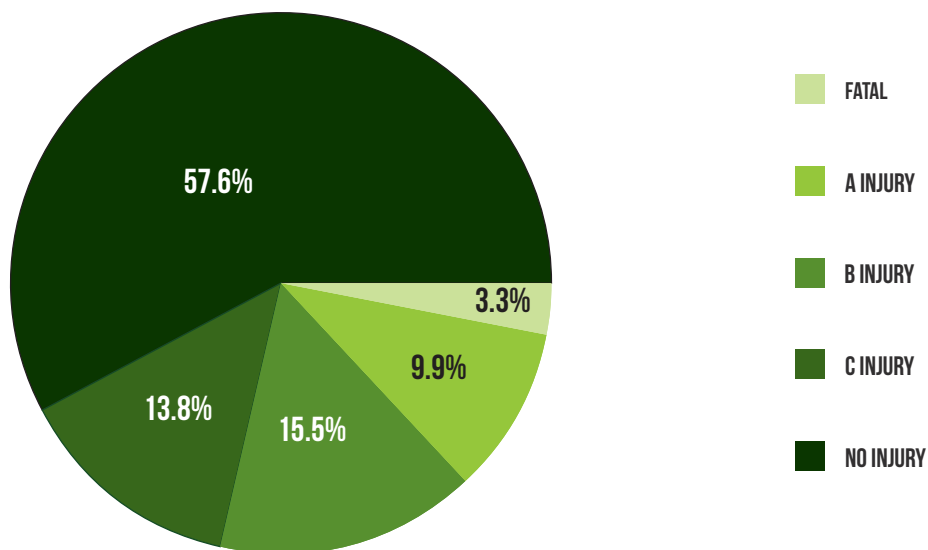
The driver age group 25 to 34 years represents the highest number of drinking and/or drug use in total crashes. The driver age groups 25 to 34 and 55 to 64 represents the highest number of drinking and/or drug use in fatal crashes.

UPPER PENINSULA ALL CRASHES BY INJURY SEVERITY



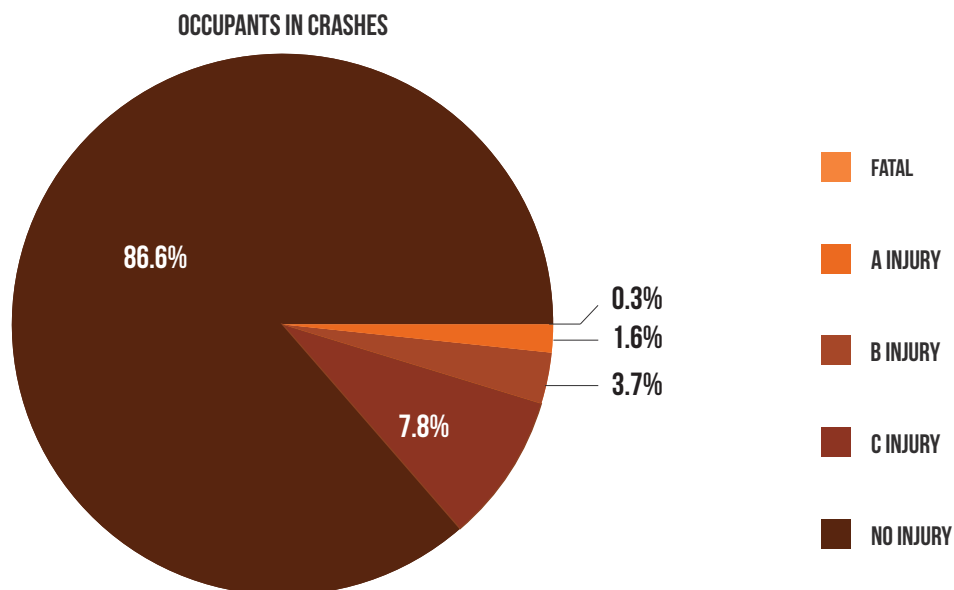
The majority of crashes do not involve injury (85.0%). Possible (C) injury crashes represent about two thirds of all injury crashes.

UPPER PENINSULA HAD-BEEN-DRINKING CRASHES BY INJURY SEVERITY

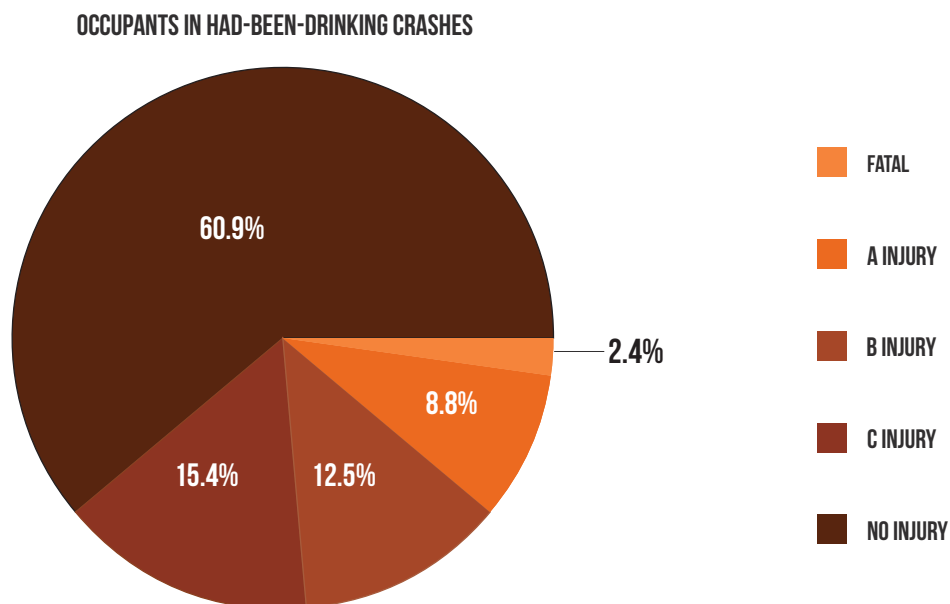


The problem of the drinking driver, pedestrian, and/or bicyclist is seen by comparing the two charts on this page. All injury levels are greater, and a fatality in the crash is eleven times more likely when one of the crash-involved operators is reported as had-been-drinking (HBD).

UPPER PENINSULA DEATH & INJURY FOR CRASH INVOLVED OCCUPANTS

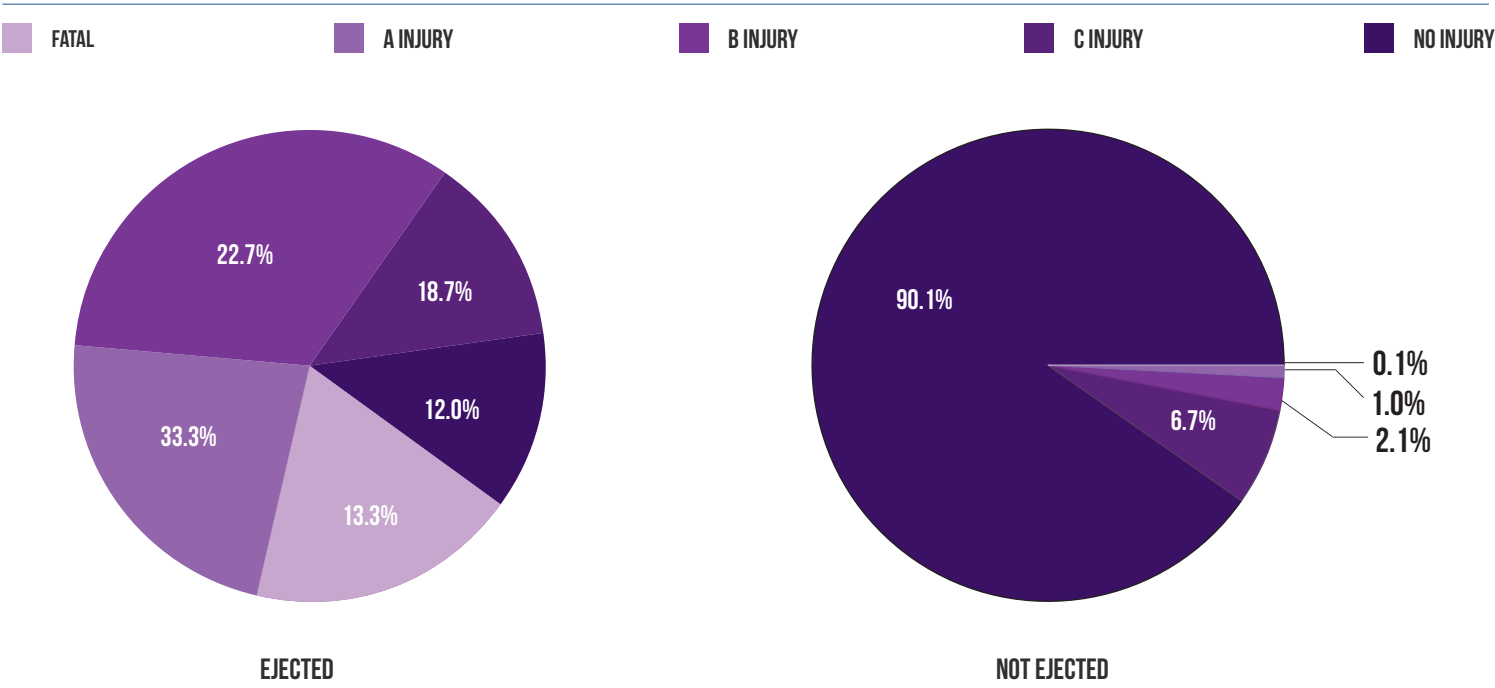


The majority of occupants involved in crashes are not injured (86.6%). About 60% of those who are injured receive only possible (C) injuries.



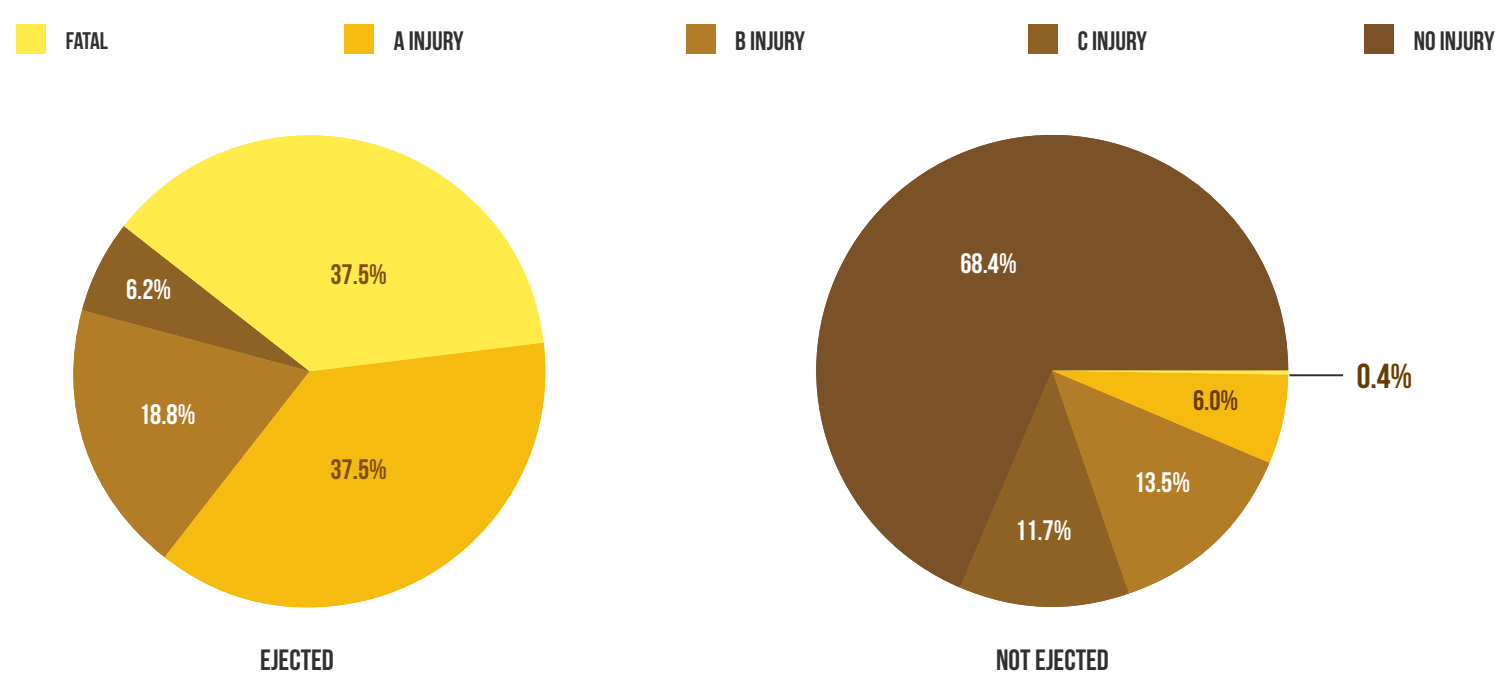
Crashes involving drinking tend to be more serious than non-drinking crashes. The percentage of fatalities is twelve times higher, and the most serious injury level (A) in had-been-drinking crashes is about five and a half times higher than in all crashes.

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



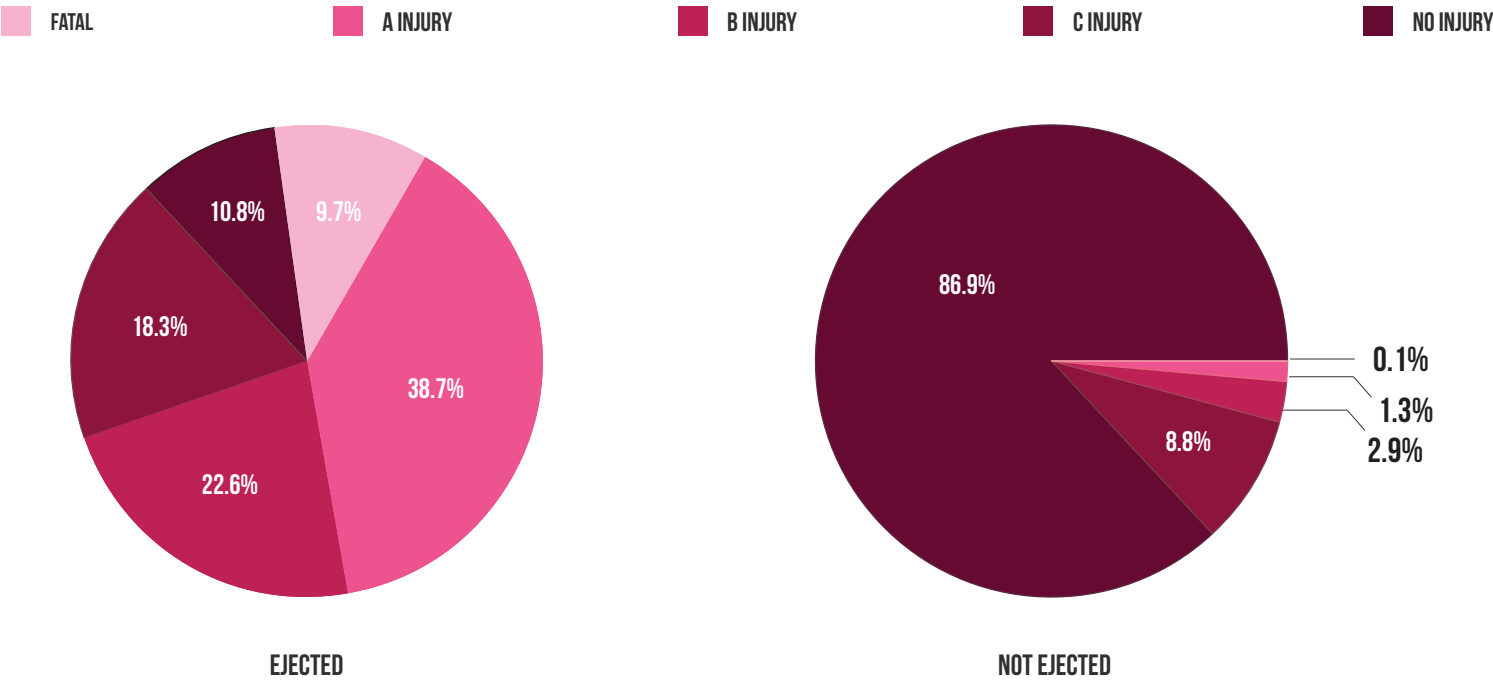
As can be seen in the two charts above, death and injury are much more likely when drivers are ejected from vehicles.

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



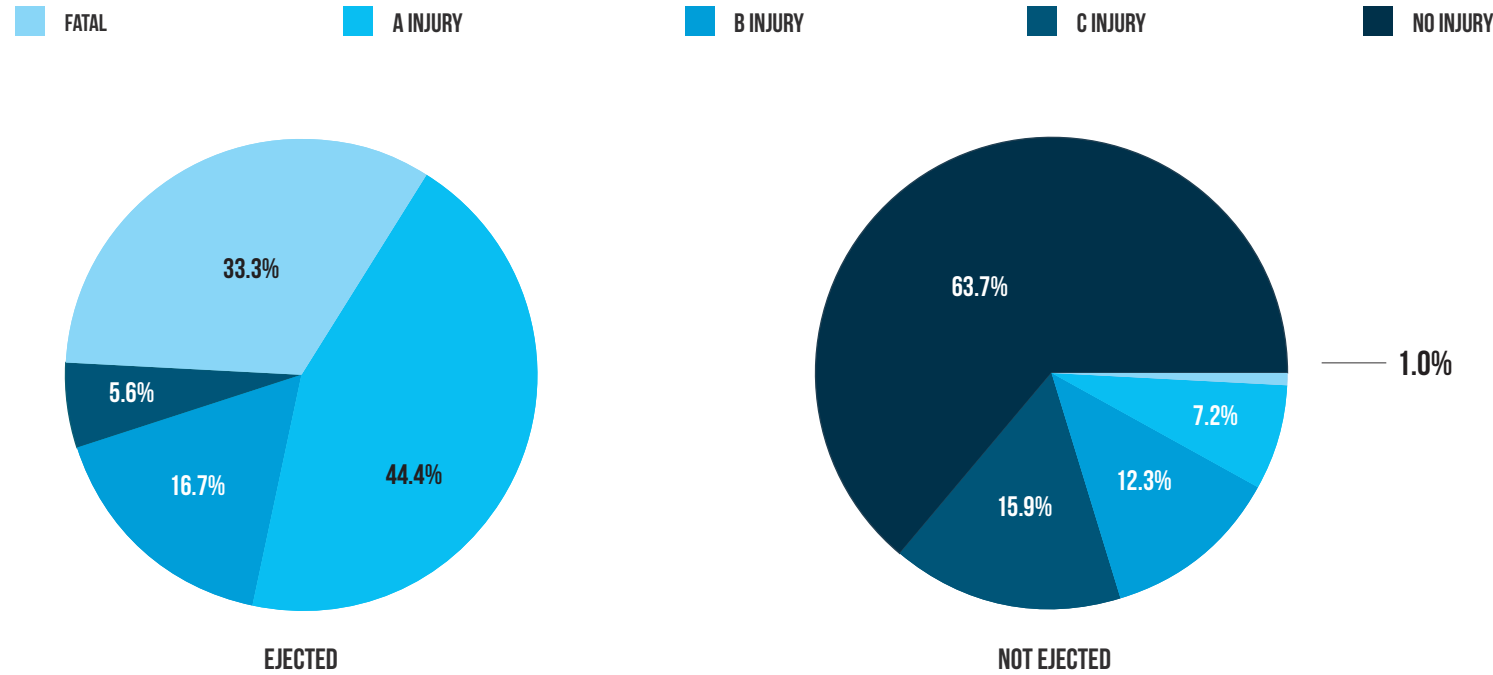
When compared to the charts above, the had-been-drinking charts demonstrate that injury severity is much worse for drivers who had been drinking in both ejected and non-ejected events.

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.

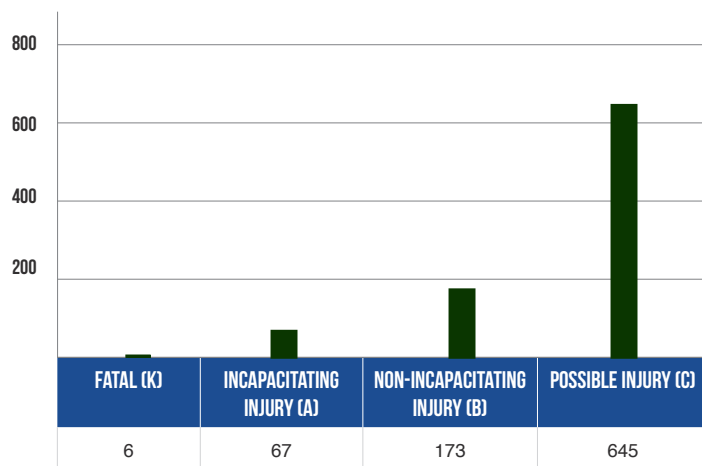
UPPER PENINSULA OCCUPANTS OF HAD-BEEN-DRINKING CRASHES INJURY SEVERITY - EJECTED VS. NOT EJECTED



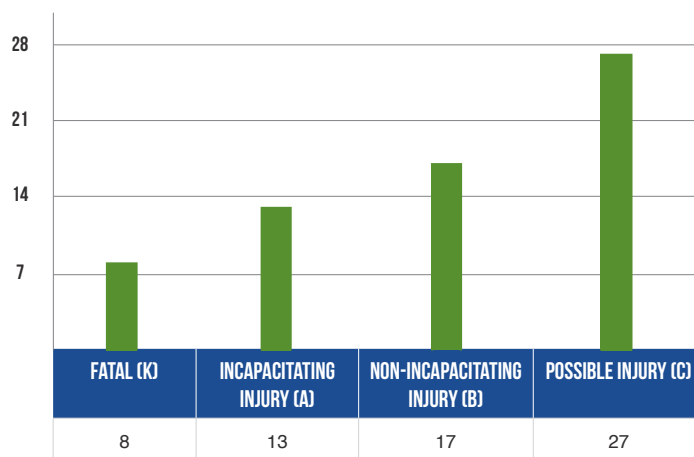
When compared to the charts above, the charts of occupants of had-been-drinking crashes demonstrate that injury severity is much worse for occupants in a crash where drinking is reported in both ejected and non-ejected events.

UPPER PENINSULA INJURY SEVERITY & RESTRAINT USE BY DRIVER INJURY

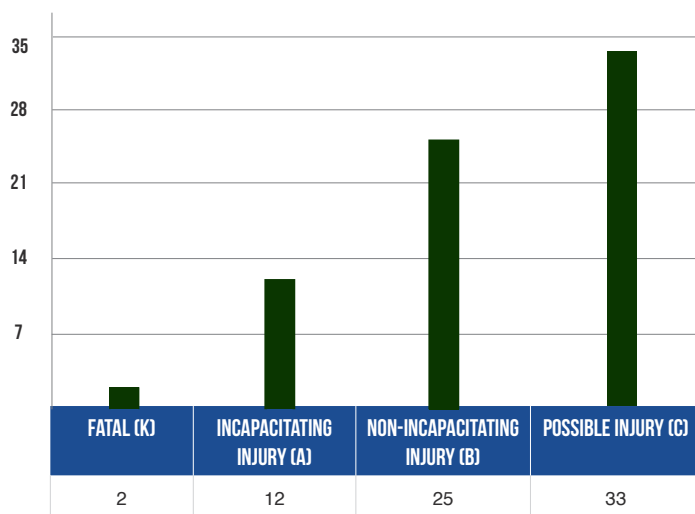
ALL CRASHES-RESTRAINTS USED



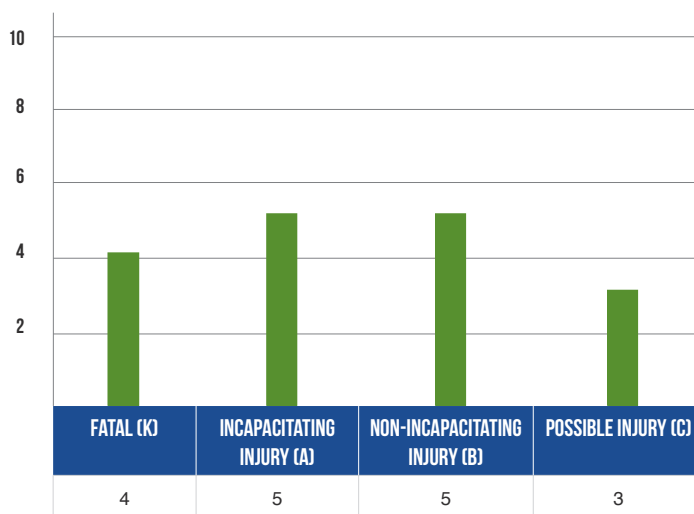
ALL CRASHES-RESTRAINTS NOT USED



HAD-BEEN DRINKING CRASHES-RESTRAINTS USED



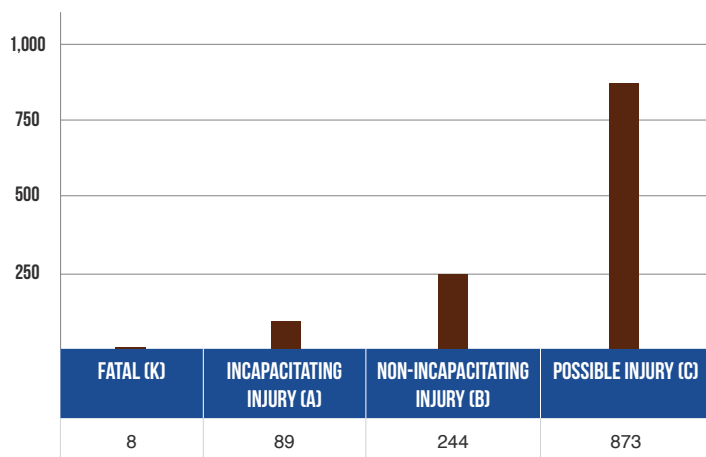
HAD-BEEN DRINKING CRASHES-RESTRAINTS NOT USED



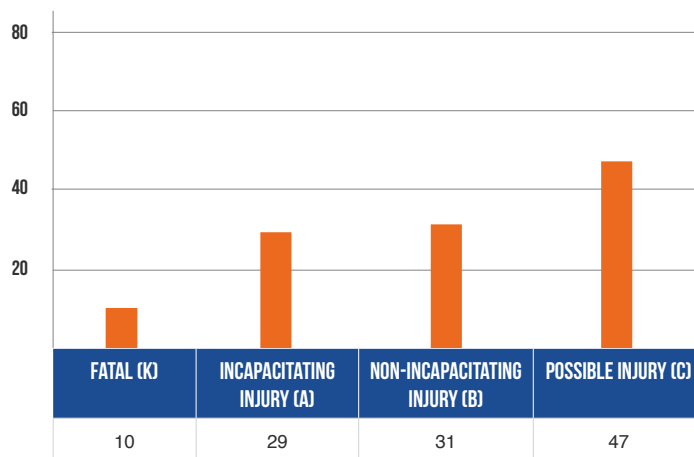
Note: Restraints used represent shoulder belts only used, lap belts only used, both lap and shoulder belts used, and restraint failure. Restraints not used represent no belts available and no belts used.

UPPER PENINSULA INJURY SEVERITY & RESTRAINT USE BY OCCUPANT INJURY

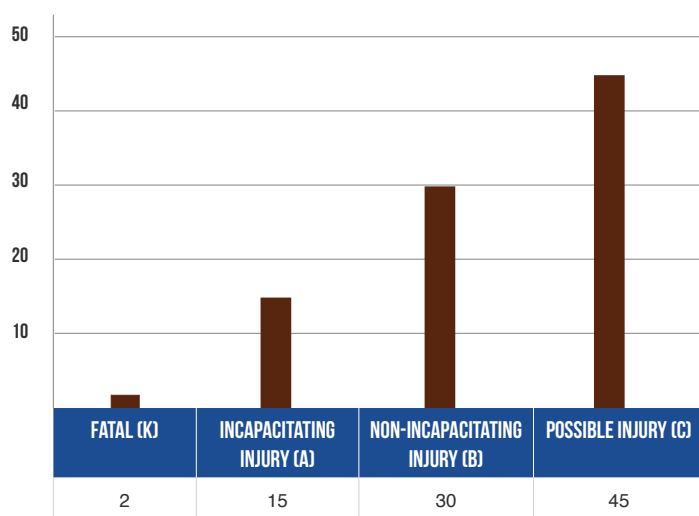
ALL CRASHES-RESTRAINTS USED



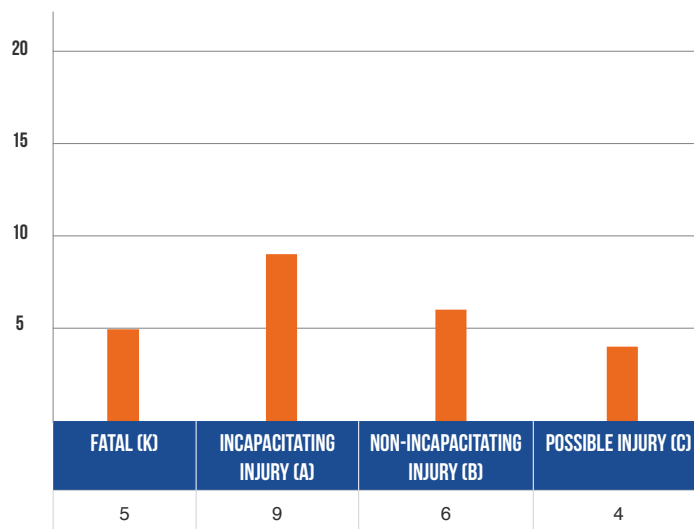
ALL CRASHES-RESTRAINTS NOT USED



HAD-BEEN DRINKING CRASHES-RESTRAINTS USED



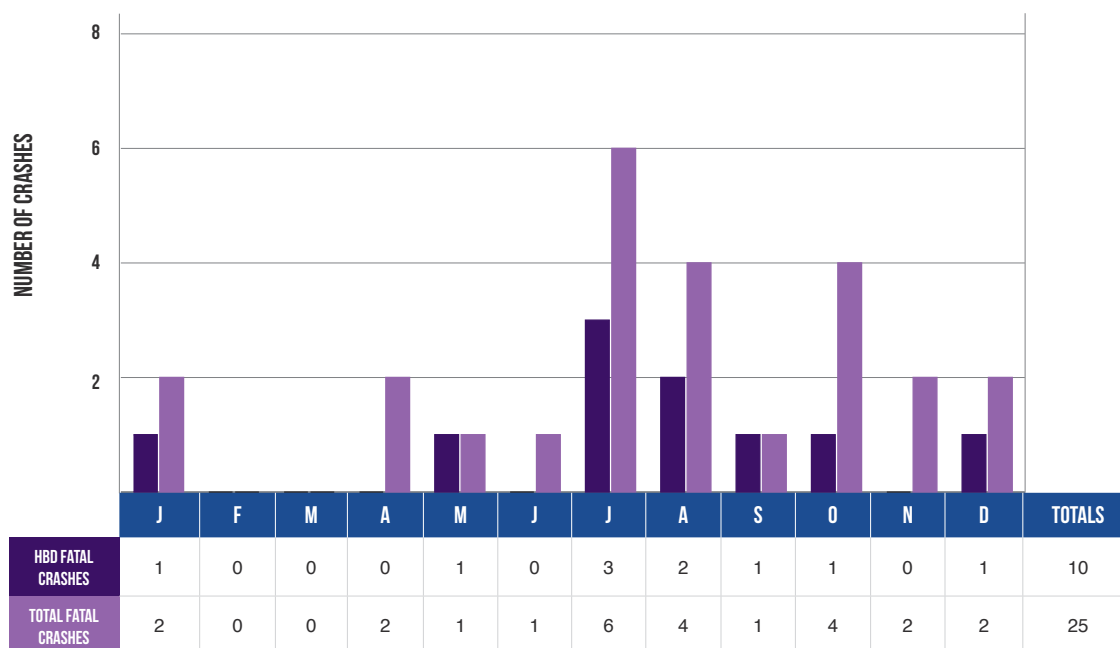
HAD-BEEN DRINKING CRASHES-RESTRAINTS NOT USED



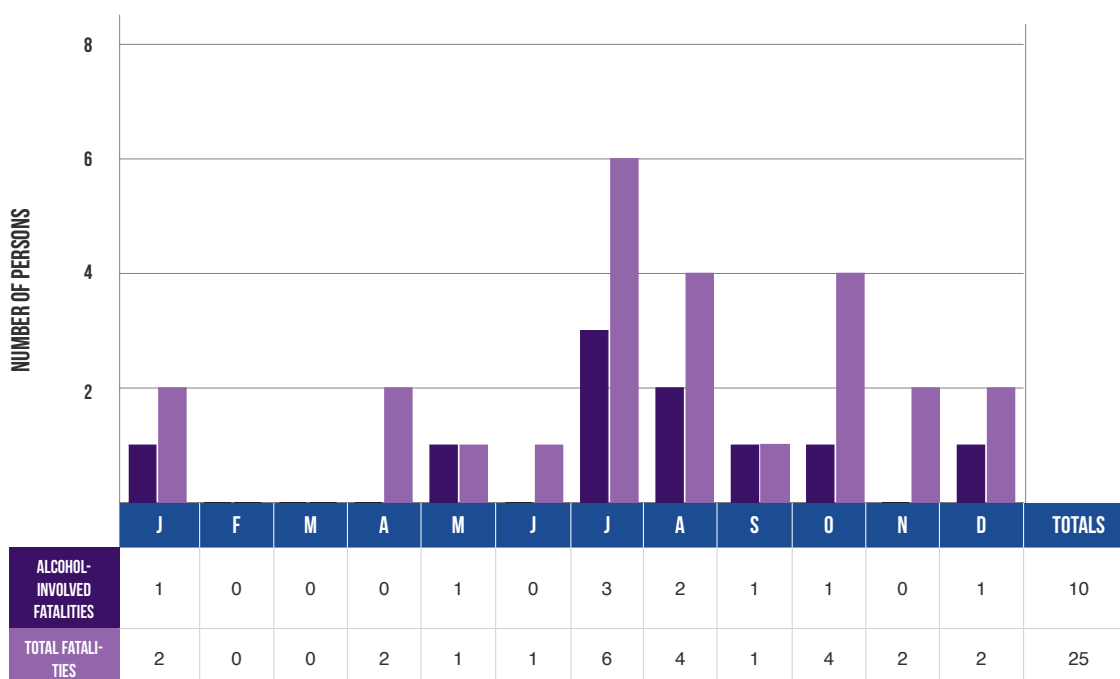
Note: Restraints used represent shoulder belts only used, lap belts only used, both lap and shoulder belts used, child restraints used, and restraint failure. Restraints not used represent no belts available; no belts used; and child restraint not used, unavailable, or improper use.

UPPER PENINSULA ALCOHOL INVOLVEMENT IN FATAL CRASHES

HAD-BEEN-DRINKING FATAL CRASHES BY MONTH



ALCOHOL-INVOLVED FATALITIES BY MONTH

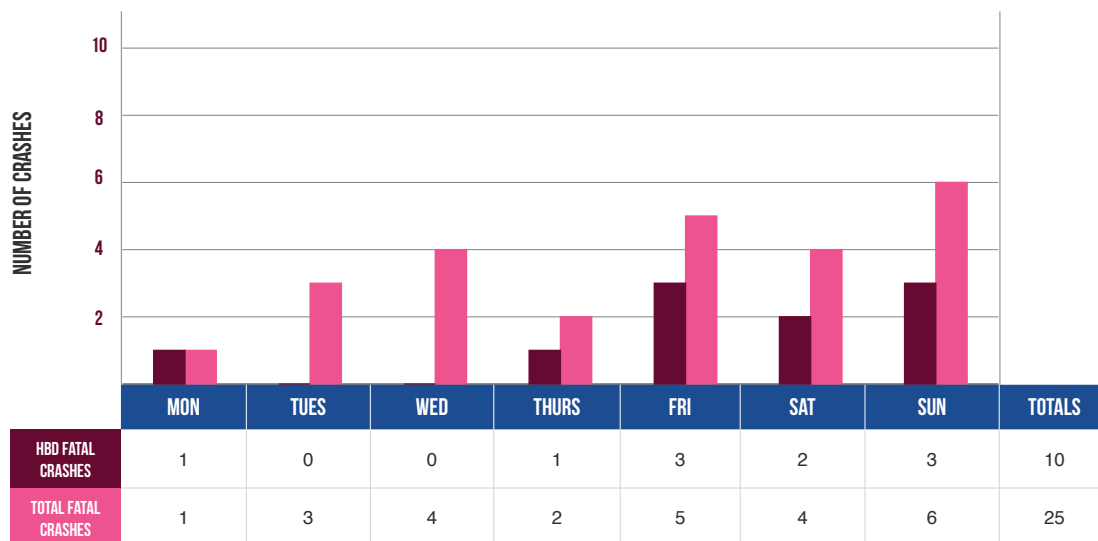


Had-been-drinking fatal crashes were highest in number during the month of July. The number of total fatal crashes (total of non-had-been-drinking and had-been-drinking fatal crashes) reached highest levels in July.

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

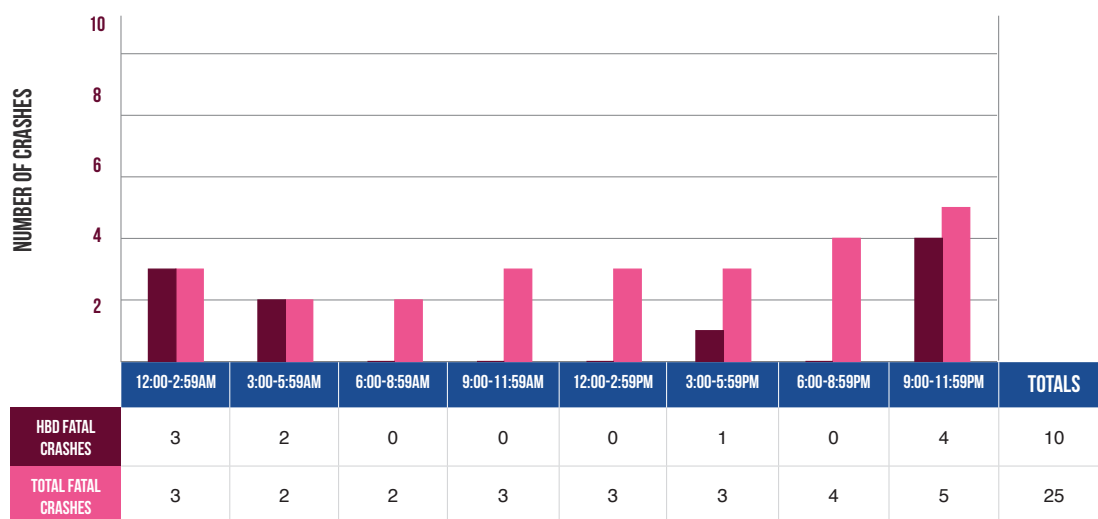
UPPER PENINSULA ALCOHOL INVOLVEMENT IN FATAL CRASHES (CONTINUED)

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



Sunday had the highest number of fatal crashes and Friday and Sunday had the highest number of drinking-related fatal crashes in 2015.

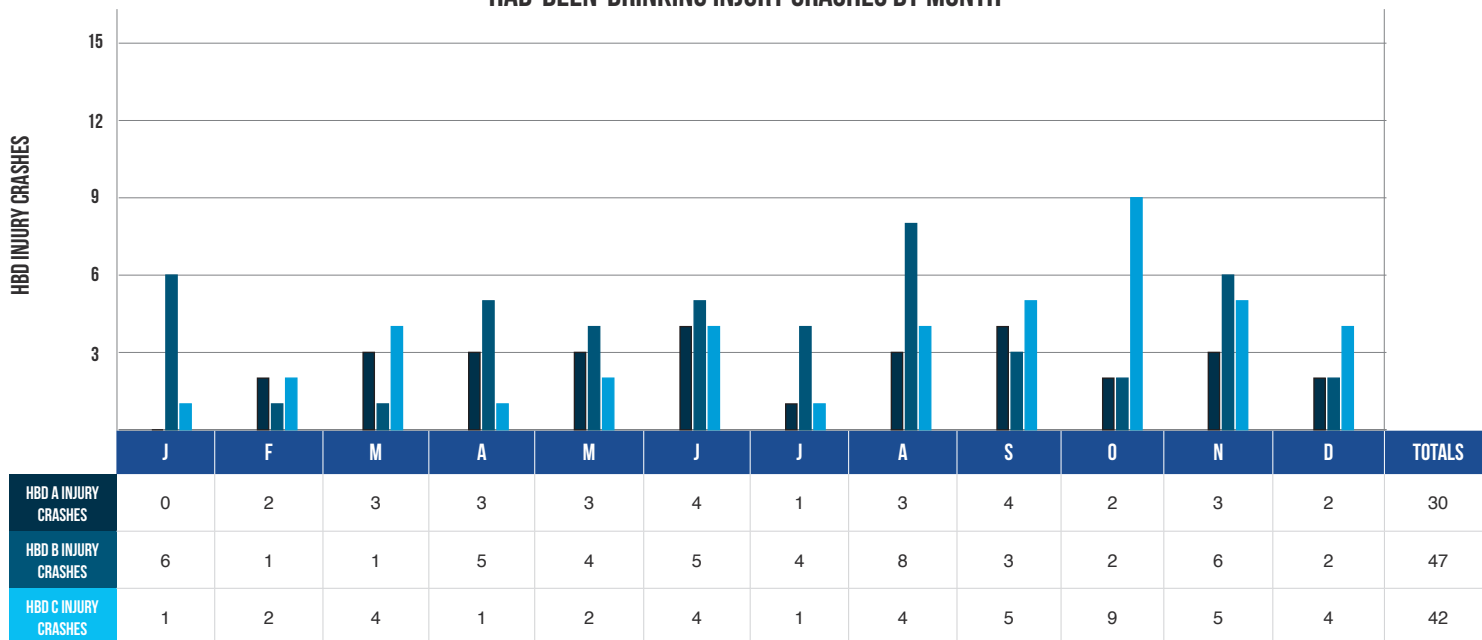
HAD-BEEN-DRINKING FATAL CRASHES BY TIME OF DAY



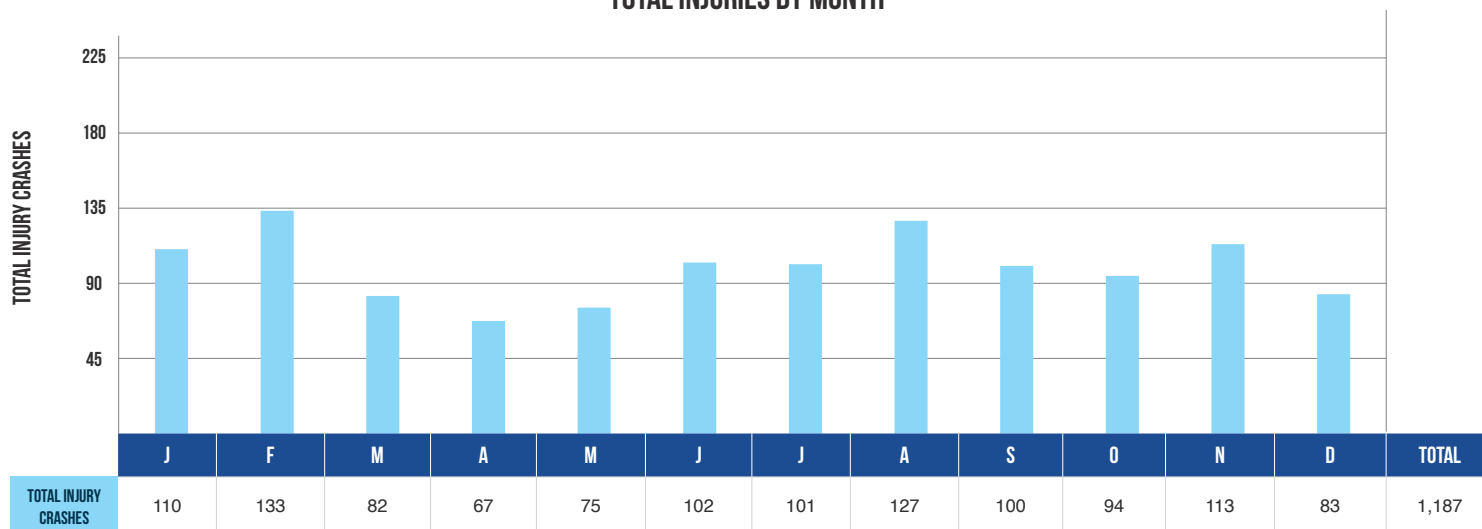
The 9:00 PM to 11:59 PM time period had the highest number of HBD fatal crashes (4) and the highest number of total fatal crashes (5).

UPPER PENINSULA ALCOHOL INVOLVEMENT IN INJURY CRASHES

HAD-BEEN-DRINKING INJURY CRASHES BY MONTH



TOTAL INJURIES BY MONTH

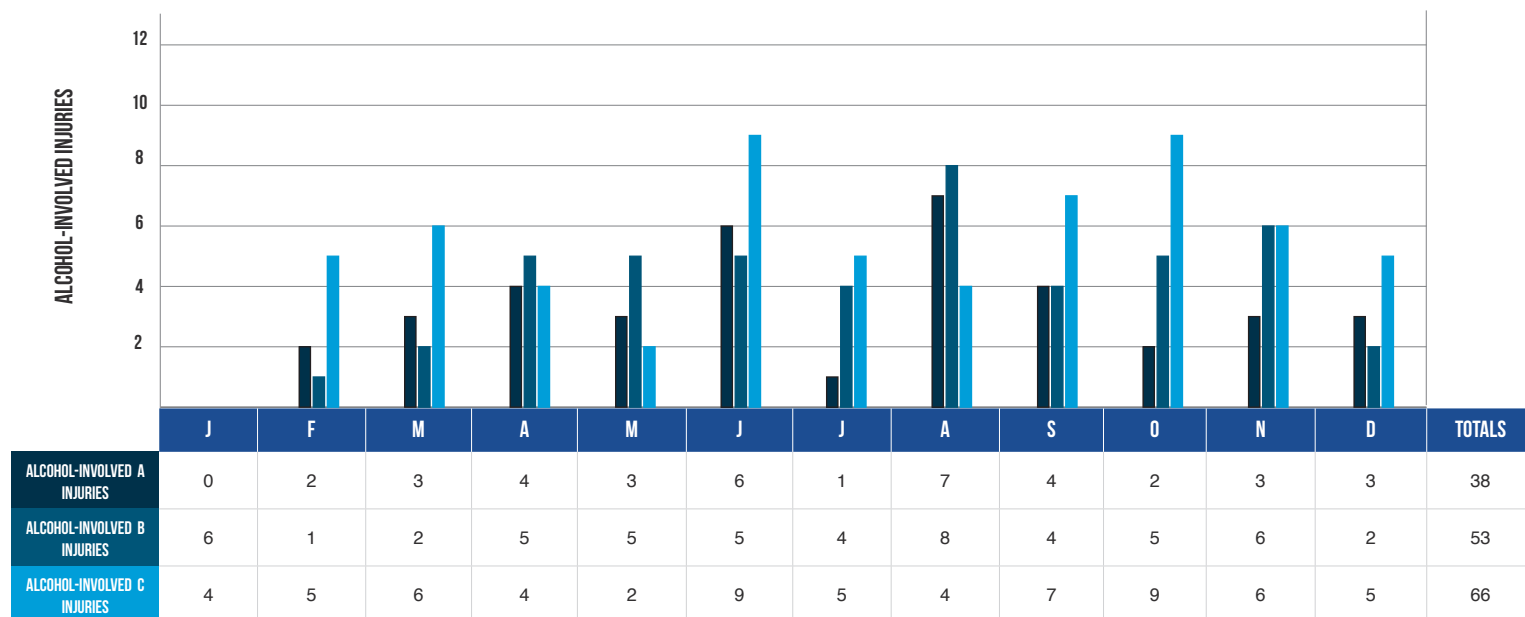


Alcohol involvement in injury crashes is an important indicator of the alcohol impaired driving problem. In 2015, the highest number of had-been-drinking injury crashes occurred in August (15).

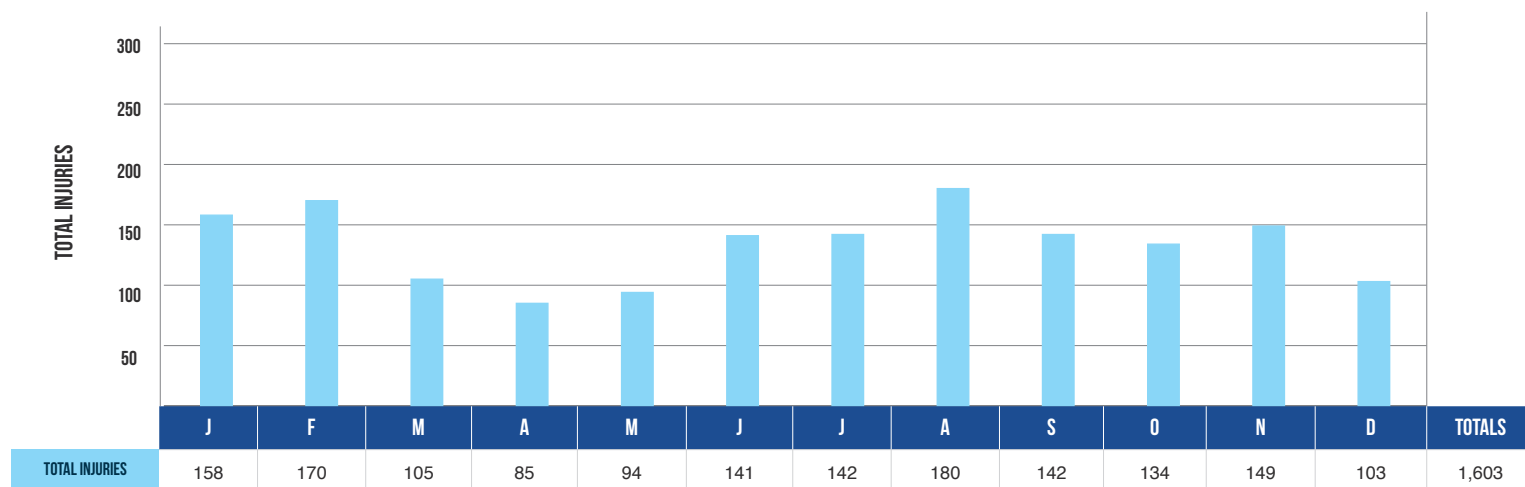
Note: An alcohol-involved fatality is any person killed in a had-been-drinking crash.

UPPER PENINSULA ALCOHOL INVOLVEMENT IN INJURY CRASHES (CONTINUED)

ALCOHOL-INVOLVED INJURIES BY MONTH

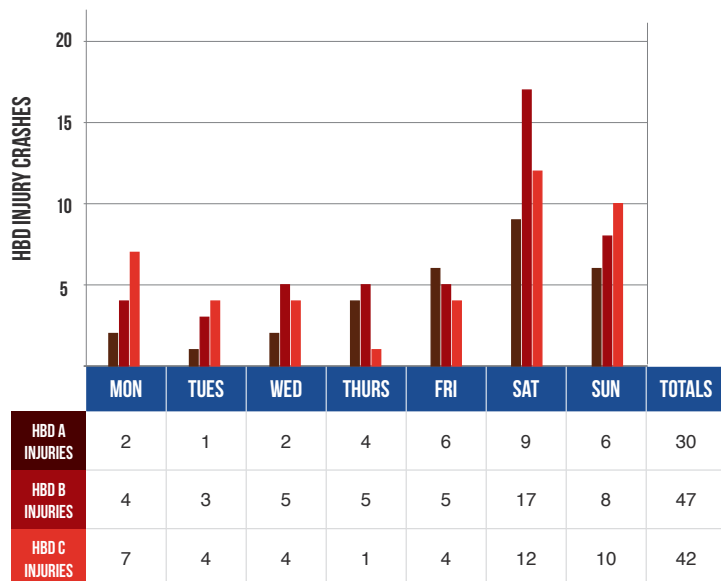


TOTAL INJURIES BY MONTH

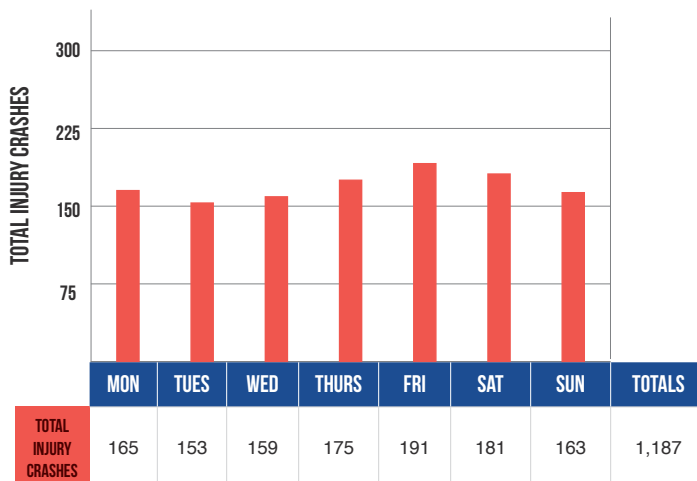


UPPER PENINSULA ALCOHOL INVOLVEMENT IN INJURY CRASHES (CONTINUED)

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

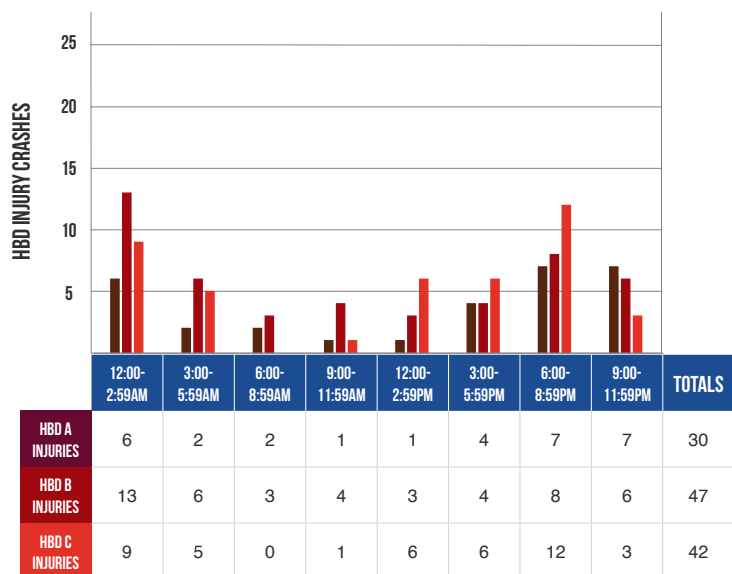


TOTAL INJURY CRASHES BY DAY OF THE WEEK

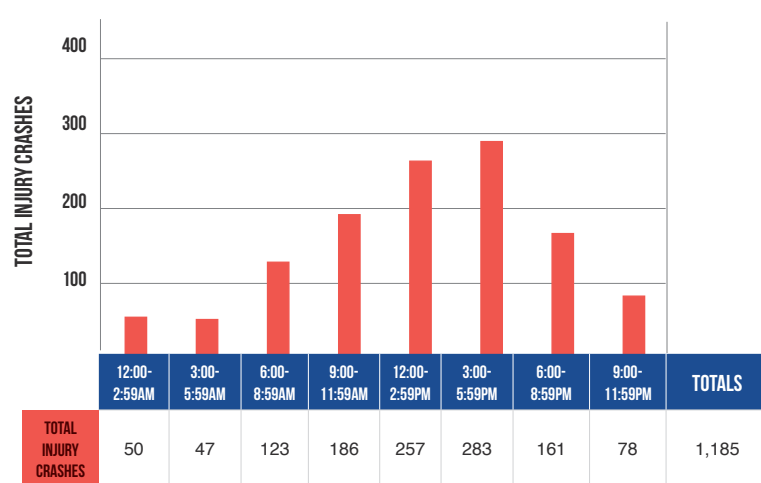


The peak day for all injury crashes is Friday. The highest proportion of had-been-drinking injury crashes to total injury crashes occurred on Saturday (21.0%).

HAD-BEEN-DRINKING INJURY CRASHES BY TIME OF DAY



TOTAL INJURY CRASHES BY TIME OF DAY



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 12:00 AM and 2:59 AM. There were no had-been-drinking injury crashes and two injury crashes where the time of day was unknown.

UPPER PENINSULA MALE DRIVERS BY AGE AND 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	3	0.0	0	0.0	1	0	1	1
14 years	1	0.0	0	0.0	0	1	0	0
15 years	11	0.2	0	0.0	6	1	1	3
16 years	83	1.3	0	0.0	2	4	11	66
17 years	149	2.4	1	3.3	1	12	17	118
18 years	145	2.3	1	3.3	7	6	15	116
19 years	179	2.8	2	6.7	3	10	16	148
20 years	172	2.7	1	3.3	4	6	13	148
21 - 24 years	591	9.3	2	6.7	12	22	55	500
25 - 34 years	1,009	15.9	5	16.7	16	44	113	831
35 - 44 years	833	13.1	4	13.3	23	32	67	707
45 - 54 years	1,036	16.3	3	10.0	31	46	89	867
55 - 64 years	1,082	17.1	5	16.7	34	40	103	900
65 - 69 years	390	6.2	1	3.3	8	11	46	324
70 - 74 years	268	4.2	3	10.0	4	9	30	222
75 - 79 years	183	2.9	1	3.3	5	2	23	152
80 - 84 years	96	1.5	1	3.3	1	4	7	83
85 - 89 years	65	1.0	0	0.0	1	3	8	53
90 years and over	13	0.2	0	0.0	0	0	2	11
Unknown	29	0.5	0	0.0	0	1	3	25
Total	6,338	100.0	30	100.0	159	254	620	5,275

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

***Note: This table excludes 590 drivers of unknown gender.*

UPPER PENINSULA MALE DRINKING DRIVERS BY AGE AND 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	1	0.5	0	0.0	0	0	1	0
17 years	3	1.4	0	0.0	0	0	0	3
18 years	4	1.8	0	0.0	2	0	0	2
19 years	5	2.3	1	11.1	0	0	1	3
20 years	9	4.1	1	11.1	0	0	2	6
21 - 24 years	39	17.9	1	11.1	3	6	1	28
25 - 34 years	61	28.0	2	22.2	6	9	8	36
35 - 44 years	32	14.7	1	11.1	5	8	3	15
45 - 54 years	30	13.8	1	11.1	5	4	6	14
55 - 64 years	20	9.2	2	22.2	1	2	2	13
65 - 69 years	6	2.8	0	0.0	0	0	1	5
70 - 74 years	4	1.8	0	0.0	0	1	0	3
75 - 79 years	2	0.9	0	0.0	1	0	1	0
80 - 84 years	1	0.5	0	0.0	0	0	0	1
85 - 89 years	1	0.5	0	0.0	1	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	218	100.0	9	100.0	24	30	26	129

The male drinking driver age groups 25 to 34 and 55 to 64 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 AND 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	1	0
14 years	3	0.1	0	0.0	1	0	0	2
15 years	11	0.2	0	0.0	1	0	3	7
16 years	96	2.1	0	0.0	4	5	14	73
17 years	94	2.0	1	10.0	2	3	8	80
18 years	130	2.8	0	0.0	2	5	21	102
19 years	133	2.9	0	0.0	4	4	13	112
20 years	140	3.0	0	0.0	3	6	14	117
21 - 24 years	449	9.7	3	30.0	4	19	60	363
25 - 34 years	798	17.3	1	10.0	19	28	91	659
35 - 44 years	699	15.2	0	0.0	8	22	95	574
45 - 54 years	753	16.3	2	20.0	6	22	83	640
55 - 64 years	665	14.4	0	0.0	6	18	80	561
65 - 69 years	239	5.2	2	20.0	6	8	26	197
70 - 74 years	137	3.0	1	10.0	1	6	19	110
75 - 79 years	124	2.7	0	0.0	2	3	18	101
80 - 84 years	76	1.6	0	0.0	1	7	14	54
85 - 89 years	38	0.8	0	0.0	1	2	5	30
90 years and over	11	0.2	0	0.0	0	0	3	8
Unknown	11	0.2	0	0.0	1	0	2	8
Total	4,608	100.0	10	100.0	72	158	570	3,798

The female 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.

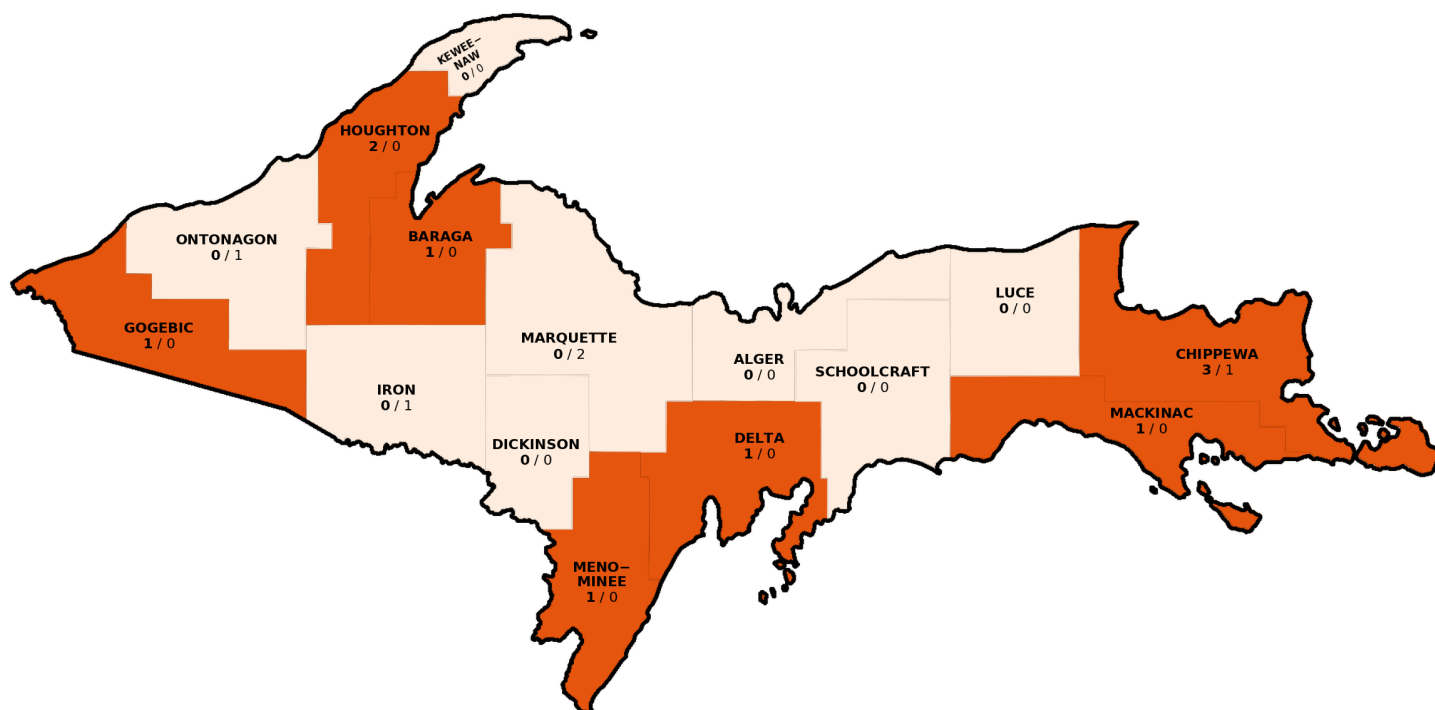
***Note: This table excludes 877 drivers of unknown gender.*

UPPER PENINSULA FEMALE DRINKING DRIVERS BY AGE AND 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	1	1.2	0	0.0	0	1	0	0
17 years	0	0.0	0	0.0	0	0	0	0
18 years	1	1.2	0	0.0	0	0	1	0
19 years	2	2.5	0	0.0	0	0	1	1
20 years	1	1.2	0	0.0	0	0	1	0
21 - 24 years	15	18.8	1	100.0	0	2	1	11
25 - 34 years	24	30.0	0	0.0	2	8	5	9
35 - 44 years	12	15.0	0	0.0	1	1	1	9
45 - 54 years	17	21.2	0	0.0	1	1	3	12
55 - 64 years	6	7.5	0	0.0	1	2	0	3
65 - 69 years	1	1.2	0	0.0	0	1	0	0
70 - 74 years	0	0.0	0	0.0	0	0	0	0
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	80	100.0	1	100.0	5	16	13	45

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. The female drinking driver age group 45 to 54 years experienced the highest number of property damage only crashes.

***Note: This table excludes no drivers of unknown gender.*



Where HBD Traffic Fatalities Occurred

A One-Year Comparison

2015 = 10 / 2014 = 5

☐ Same or decrease

 Increase