

## UPPER PENINSULA 2014-2015 SUMMARY TRENDS: 1 YEAR TRENDS

	2014	2015	PERCENT OF CHANGE
NUMBER OF CRASHES			
Fatal Crashes	20	25	25.0
Personal Injury Crashes	1,321	1,187	-10.1
Property Damage Crashes	7,785	6,887	-11.5
TOTAL	9,126	8,099	-11.3
ALCOHOL-INVOLVED CRASHES			
Fatal Crashes	5	10	100.0
Personal Injury Crashes	124	119	-4.0
Property Damage Crashes	185	175	-5.4
TOTAL	314	304	-3.2
FATAL CRASHES			
Had Been Drinking	5 (25.0)%	10 (40.0)%	100.0
Had Not Been Drinking / Not Known If Drinking	15 (75.0)%	15 (60.0)%	0.0
PERSONS IN CRASHES			
Killed	23	25	8.7
Injured	1,696	1,603	-5.5
Not Injured	13,080	11,606	-11.3
Unknown Injury	956	762	-20.3
TOTAL	15,755	13,996	-11.2
PERSONS IN ALCOHOL-INVOLVED CRASHES			
Killed	5	10	100.0
Injured	152	157	3.3
Not Injured	300	315	5.0
Unknown Injury	33	31	-6.1
TOTAL	490	513	4.7
PERSONS INJURED BY GENDER			
Male	824	772	-6.3
Female	869	830	-4.5
Unknown Gender	3	1	-66.7
TOTAL	1,696	1,603	-5.5
PERSONS INJURED BY SEVERITY			
"A" Injury	198	199	0.5
"B" Injury	390	366	-6.2
"C" Injury	1,108	1,038	-6.3
TOTAL	1,696	1,603	-5.5

Upper Peninsula experienced an 11.3 percent decrease in crashes, an 8.7 percent increase in traffic fatalities, and a 5.5 percent decrease in injuries. Persons sustaining "A" level injuries (the most serious) increased 0.5 percent.

## UPPER PENINSULA 2014-2015 SUMMARY TRENDS: 1 YEAR TRENDS (CONTINUED)

	2014	2015	PERCENT OF CHANGE
<b>PERSONS KILLED BY GENDER</b>			
Male	15	19	26.7
Female	8	6	-25.0
TOTAL	23	25	8.7
<b>PERSONS KILLED</b>			
Motor Vehicle Driver	15	20	33.3
Passenger	7	4	-42.9
Bicyclist	0	0	0.0
Pedestrian	1	1	0.0
Train Engineer	0	0	0.0
TOTAL	23	25	8.7
<b>BELT RESTRAINT USE BY DRIVER</b>			
"Reported Restrained" - Killed	8	6	-25.0
"Reported Not Restrained" - Killed	4	8	100.0
"Reported Restrained" - Injured	977	885	-9.4
"Reported Not Restrained" - Injured	48	56	16.7
<b>BELT RESTRAINT USE BY INJURED PASSENGER</b>			
"Reported Restrained" - Killed	2	2	0.0
"Reported Not Restrained" - Killed	2	2	0.0
"Reported Restrained" - Injured	320	321	0.3
"Reported Not Restrained" - Injured	45	50	11.1
<b>DRIVER AGE 16-20 INVOLVED</b>			
Fatal Crashes	3	6	100.0
Personal Injury Crashes	264	228	-13.6
Property Damage Crashes	1,107	1,021	-7.8
TOTAL ALL CRASHES	1,374	1,255	-8.7
Persons Killed	4	6	50.0
Persons Injured	357	348	-2.5
<b>DRIVER AGE 65 &amp; OVER INVOLVED</b>			
Fatal Crashes	3	7	133.3
Personal Injury Crashes	290	270	-6.9
Property Damage Crashes	1,481	1,279	-13.6
TOTAL ALL CRASHES	1,774	1,556	-12.3
Persons Killed	3	7	133.3
Persons Injured	383	382	-0.3

Deaths among vehicle occupants (drivers and passengers only) increased 9.1 percent.

## UPPER PENINSULA 2014-2015 SUMMARY TRENDS: 1 YEAR TRENDS (CONTINUED)

	2014	2015	PERCENT OF CHANGE
CRASH FACTS			
Licensed Drivers	223,910	223,640	-0.1
Registered Vehicles	260,036	258,797	-0.5
Michigan Population	307,987	305,731	-0.7
Drivers Involved in Crashes	13,287	11,662	-12.2
Occupants Involved in Crashes	15,671	13,918	-11.2
Estimated Vehicle Miles Traveled (thousands)	2,894,265	3,380,731	16.8
Death Rate Per 100 Million Vehicle Miles	0.8	0.7	-12.5
Fatal Crash Rate Per 100 Million Vehicle Miles	0.7	0.7	0.0

## UPPER PENINSULA 2015 COST OF CRASHES IN MICHIGAN

The cost estimate for Upper Peninsula crashes in 2015 was **\$1,050,103,200**. This estimate is based on the National Safety Council's [3] cost estimating procedures. Average comprehensive costs are based on the following national figures:

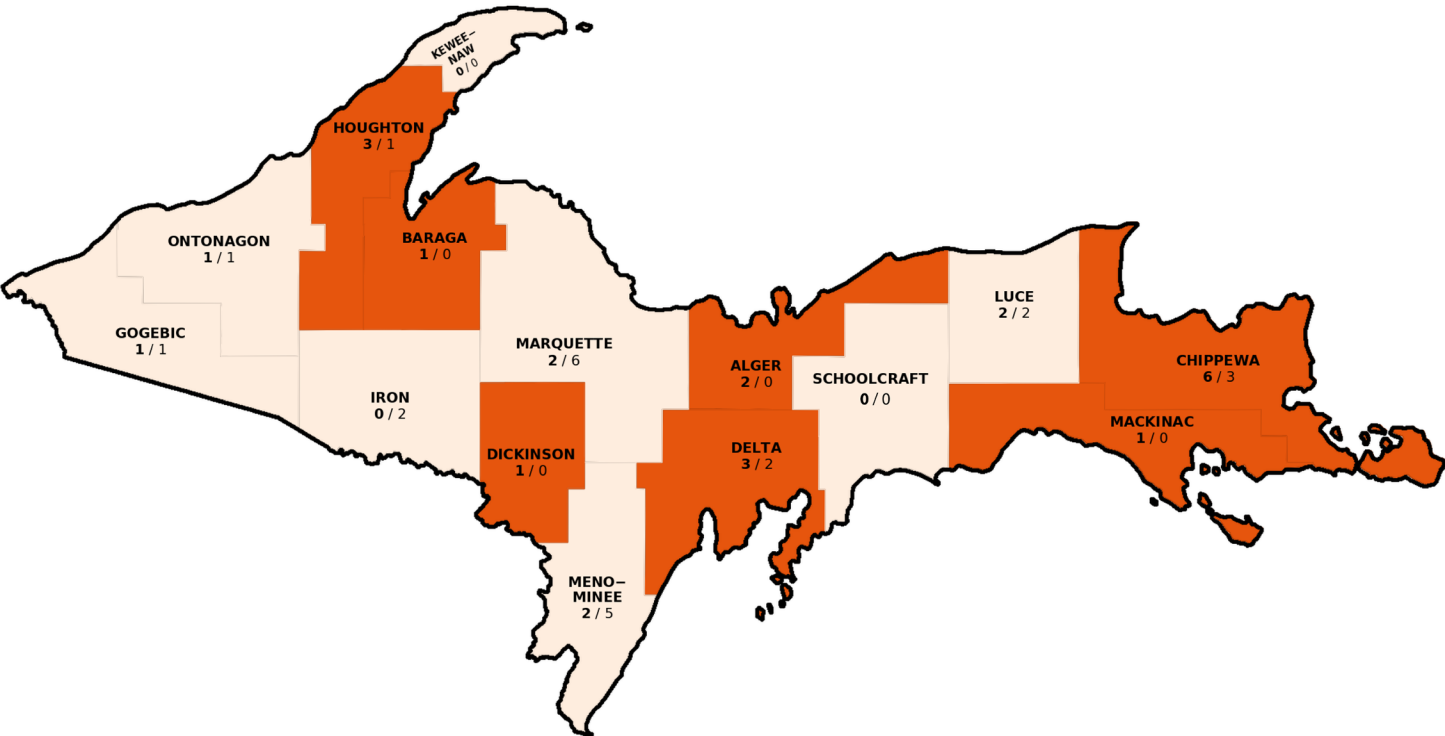
### COMPREHENSIVE COSTS, 2015

Death	\$10,082,000
Incapacitating Injury	\$1,103,000
Non-incapacitating Injury	\$304,000
Possible Injury	\$141,000
No Injury	\$46,600

These cost estimates are not intended for comparisons to previous years. The National Safety Council made revisions to the cost model starting in 2014 that take advantage of data sources not previously available. Deaths and injuries are calculated by number of persons. "No injury" is calculated per crash.

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

# UPPER PENINSULA WHERE TRAFFIC FATALITIES OCCURRED



Where  
Traffic Fatalities  
Occurred  
A  
One-Year  
Comparison

2015 = 29 / 2014 = 32

- Same or decrease
- Increase