# **UPPER PENINSULA 2015-2016 SUMMARY TRENDS: 1 YEAR TRENDS**

	2015	2016	PERCENT OF CHANGE		
NUMBER OF CRASHES					
Fatal Crashes	25	29	16.0		
Personal Injury Crashes	1,187	1,163	-2.0		
Property Damage Crashes	6,887	7,072	2.7		
TOTAL	8,099	8,264	2.0		
ALCOHOL-INVOLVED CRASHES					
Fatal Crashes	10	10	0.0		
Personal Injury Crashes	119	130	9.2		
Property Damage Crashes	175	179	2.3		
TOTAL	304	319	4.9		
FATAL CRASHES					
Had Been Drinking	10 (40.0%)	10 (34.5%)	0.0		
Had Not Been Drinking / Not Known If Drinking	15 (60.0%)	19 (65.5%)	26.7		
	PERSONS IN C	RASHES			
Killed	25	32	28.0		
Injured	1,603	1,541	-3.9		
Not Injured	11,606	11,514	-0.8		
Unknown Injury	762	727	-4.6		
TOTAL	13,996	13,814	-1.3		
	PERSONS IN ALCOHOL-IN	VOLVED CRASHES			
Killed	10	12	20.0		
Injured	157	161	2.5		
Not Injured	315	307	-2.5		
Unknown Injury	31	52	67.7		
TOTAL	513	532	3.7		
	PERSONS INJURED	BY GENDER			
Male	772	764	-1.0		
Female	830	773	-6.9		
Unknown Gender	1	4	300.0		
TOTAL	1,603	1,541	-3.9		
PERSONS INJURED BY SEVERITY					
"A" Injury	199	195	-2.0		
"B" Injury	366	440	20.2		
"C" Injury	1,038	906	-12.7		
TOTAL	1,603	1,541	-3.9		

The Upper Peninsula experienced a 2.0 percent increase in crashes, a 28.0 percent increase in traffic fatalities, and a 3.9 percent decrease in injuries. Persons sustaining "A" level injuries (the most serious) decreased 2.0 percent.



# **UPPER PENINSULA 2015-2016 SUMMARY TRENDS: 1 YEAR TRENDS (CONTINUED)**

	2015	2016	PERCENT OF CHANGE		
PERSONS KILLED BY GENDER					
Male	19	25	31.6		
Female	6	7	16.7		
TOTAL	25	32	28.0		
	PERSONS K	ILLED			
Motor Vehicle Driver	20	22	10.0		
Passenger	4	7	75.0		
Bicyclist	0	1	100.0		
Pedestrian	1	2	100.0		
Train Engineer	0	0	0.0		
TOTAL	25	32	28.0		
BELT RESTRAINT USE BY DRIVER					
Reported Restrained - Killed	6	4	-33.3		
Reported Not Restrained - Killed	8	5	-37.5		
Reported Restrained - Injured	885	885	0.0		
Reported Not Restrained - Injured	56	43	-23.2		
	BELT AND CHILD RESTRAINT US	E BY INJURED PASSENGER			
Reported Restrained - Killed	2	4	100.0		
Reported Not Restrained - Killed	2	3	50.0		
Reported Restrained - Injured	321	304	-5.3		
Reported Not Restrained - Injured	50	37	-26.0		
	DRIVER AGE 16-2	O INVOLVED			
Fatal Crashes	6	4	-33.3		
Personal Injury Crashes	224	245	9.4		
Property Damage Crashes	1,021	1,055	3.3		
TOTAL ALL CRASHES	1,251	1,304	4.2		
Persons Killed	6	4	-33.3		
Persons Injured	348	338	-2.9		
DRIVER AGE 65 & OVER INVOLVED					
Fatal Crashes	7	4	-42.9		
Personal Injury Crashes	270	235	-13.0		
Property Damage Crashes	1,279	1,399	9.4		
TOTAL ALL CRASHES	1,556	1,638	5.3		
Persons Killed	7	5	-28.6		
Persons Injured	382	332	-13.1		

Deaths among vehicle occupants (drivers and passengers only) increased 20.8 percent.



### **UPPER PENINSULA 2015-2016 SUMMARY TRENDS: 1 YEAR TRENDS (CONTINUED)**

	2015	2016	PERCENT OF CHANGE		
CRASH FACTS					
Licensed Drivers	223,640	222,220	-0.6		
Registered Vehicles	258,797	258,733	-0.0		
Michigan Population	305,731	303,181	-0.8		
Drivers Involved in Crashes	11,662	11,707	0.4		
Occupants Involved in Crashes	13,918	13,748	-1.2		
Estimated Vehicle Miles Traveled (thousands)	3,380,731	3,291,504	-2.6		
Death Rate Per 100 Million Vehicle Miles	0.7	1.0	31.5		
Fatal Crash Rate Per 100 Million Vehicle Miles	0.7	0.9	19.1		

### **UPPER PENINSULA 2016 COST OF CRASHES IN MICHIGAN**

The cost estimate for Upper Peninsula crashes in 2016 was \$1,154,262,200. 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, 2016**

Death	\$10,318,000
Suspected Serious Injury	\$1,129,000
Suspected Minor Injury	\$311,000
Possible Injury	\$144,000
No Injury	\$47,600

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**





