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Facts On
**MOTOR
VEHICLE
CRASHES**
In
MINNESOTA
During
1971

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MINNESOTA DEPARTMENT OF
PUBLIC SAFETY
Highway Building, St. Paul, 55155

6236 P/T62.8

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MOTOR
VEHICLE
CRASHES
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during
1971

Planning Section
Minnesota Department
of Public Safety
210 Highway Building
St. Paul, Mn. 55155

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Introduction

This report has been prepared by the Minnesota Department of Public Safety in accordance with Minnesota Statutes, Chapter 169.10, for the year 1971. The information is derived principally from the reports submitted by drivers and police agencies on crashes involving death, personal injury or property damage of \$100 or more.

Selected highway crash data are presented to determine trends, to point out problem areas and to establish the dominant characteristics of motor vehicle crashes in Minnesota so that appropriate countermeasures can be implemented.

In 1971, 1,024 people were killed and 39,242 injured in 104,030 crashes throughout the state. Over 2.3 million vehicles traveled 23.4 billion miles on 127,744 miles of roadway. Approximately 2.1 million Minnesota citizens had licenses to drive last year.

In addition to death and injury, the economic aspect involved in traffic crashes in our state for 1971 is conservatively estimated at \$114,633,290, based on the following factors recommended by the National Safety Council:

| | | | | |
|----------------------------------|------------|---------------------|---|-------------------|
| Cost of a death: | \$41,500 X | 1,024 fatalities | = | \$42,496,000 |
| Cost of an "A" injury:* | 1,730 X | 15,223 "A" injuries | = | 26,335,790 |
| Cost of a "B" injury: | 1,230 X | 9,561 "B" injuries | = | 11,760,030 |
| Cost of a "C" injury: | 575 X | 14,458 "C" injuries | = | 8,313,350 |
| Cost of a property damage crash: | 330 X | 77,964 PD crashes | = | <u>25,728,120</u> |

TOTAL COST \$114,633,290

- *Injury type A - Visible signs of injury, bleeding wound, distorted member
B - Other visible injury, such as bruises, abrasions, swelling
C - No visible injury, but complaint of pain or momentary unconsciousness

This report is divided into three parts, the first examining the vehicles, drivers and crashes, the others reviewing pedestrians and bicyclists, and alcohol involvement. The main body is devoted to tables, in many cases comparing 1971 figures with those of previous years. Highlights of these tables are summarized when the trends or relationships appear to be of significant value.

Part 1. Crashes, Drivers and Vehicles

- Although the 1,024 fatalities in 1971 comprised the second highest total in the state's history, the fatality rate per 100 million vehicle miles traveled decreased to 4.37 (Table 5).
- Minneapolis and St. Paul had decreases of 33 percent and 4 percent, respectively, in the number of fatal crashes in 1971, while Duluth had a 55 percent increase in fatal crashes (Table 8).
- Trunk highways composed 8.8 percent of the total highway mileage, but 50.3 percent of all crashes occurred on them (Table 8).
- Trucks comprised over 16 percent of all registered vehicles, but were less than 9 percent of the vehicles involved in crashes (Table 2).
- The number of school bus crashes increased slightly from 395 in 1970 to 397 in 1971 (Table 2).
- Snowmobile crashes showed a 29 percent increase while the number of snowmobiles registered increased 29 percent (Table 2).
- Motorcycle crashes increased to 1,682 from 1,291 while registrations grew from 71,914 to 90,150 (Table 2).
- Railroad trains were involved in fewer crashes than in each of the previous five years; however, the 299 crashes in 1971 resulted in 41 fatalities, giving motor vehicle-railroad train crashes the highest fatality rate of any type crash (Table 1).

TABLE 1

FATALITIES AND INJURIES BY TYPE OF MOTOR VEHICLE CRASH

| | NUMBER OF CRASHES | | | | NUMBER OF PERSONS | | | | | Fatality Rate Per 1,000 Crashes |
|--------------------------|-------------------|-------|--------------------|--------------------|-------------------|---------|-----------------------|-------|--------|--|
| | All | Fatal | Personal Injury | Property Damage | Killed | Injured | Injury Types A B C | | | |
| Single-vehicle crash: | | | | | | | | | | |
| Ran off the road | 10,990 | 204 | 3,992 | 6,794 | 237 | 5,717 | 3,074 | 1,650 | 993 | 21.7 |
| Overturned on the road | 454 | 5 | 243 | 206 | 5 | 338 | 163 | 104 | 71 | 11.0 |
| Vehicle collided with: | | | | | | | | | | |
| Pedestrian | 1,960 | 146 | 1,775 | 39 | 149 | 1,897 | 994 | 457 | 446 | 76.1 |
| Motor vehicle in traffic | 73,170 | 390 | 15,852 | 56,928 | 517 | 27,131 | 8,838 | 6,197 | 12,146 | 1.1 |
| Parked motor vehicle | 10,478 | 12 | 1,126 | 9,340 | 13 | 1,382 | 695 | 373 | 314 | 1.2 |
| Railroad train | 299 | 30 | 104 | 165 | 41 | 156 | 101 | 29 | 26 | 137.0 |
| Bicyclist | 830 | 16 | 814 | 0 | 19 | 871 | 397 | 334 | 140 | 22.9 |
| Animal | 1,354 | 1 | 139 | 1,214 | 1 | 133 | 85 | 53 | 42 | 1.7 |
| Fixed object | 3,894 | 31 | 1,002 | 2,861 | 32 | 1,299 | 742 | 314 | 243 | 8.2 |
| Other object | 295 | 2 | 67 | 226 | 4 | 97 | 48 | 28 | 21 | 13.5 |
| Other non-collision | 224 | 6 | 110 | 108 | 6 | 130 | 85 | 27 | 18 | 26.7 |
| TOTALS | 104,030 | 843 | 25,223 | 77,964 | 1,024 | 39,242 | 15,223 | 9,561 | 14,458 | 9.8 |

*All crashes are coded according to the first event; e.g., if a car hits a pedestrian and then a parked car, the crash is coded as a collision with a pedestrian

- The overall fatality rate per 1,000 crashes was down slightly in 1971 - 9.8 from 9.9 the previous year.
- The fatality rate per 1,000 crashes with railroad trains was down from 151 to 137 in 1971, but it is still by far the highest fatality rate of any type of crash.

TABLE 2

TYPES AND NUMBERS OF MOTOR VEHICLES INVOLVED IN CRASHES

| <u>TYPE OF MOTOR VEHICLE</u> | <u>ALL ACCIDENTS</u> | <u>FATAL ACCIDENTS</u> | <u>PERSONAL INJURY ACCIDENTS</u> |
|------------------------------|--------------------------|----------------------------|--------------------------------------|
| Passenger car | 167,420 | 982 | 38,170 |
| Passenger car and trailer | 345 | 6 | 81 |
| Truck, truck-trailer | 14,078 | 146 | 3,351 |
| Truck-tractor, semi-trailer | 2,186 | 54 | 522 |
| Other truck combination | 412 | 8 | 91 |
| Farm tractor, farm equipment | 233 | 15 | 73 |
| Taxicab | 541 | 0 | 132 |
| Bus | 490 | 2 | 127 |
| School bus | 397 | 2 | 95 |
| Motorcycle | 1,682 | 46 | 1,321 |
| Motorbike, motor scooter | 41 | 2 | 30 |
| Emergency vehicle | 75 | 2 | 24 |
| Military vehicle | 12 | 0 | 3 |
| Other public vehicle | 724 | 8 | 162 |
| Hit-and-run vehicle | 5,567 | 9 | 513 |
| Other, not stated | 6,944 | 30 | 839 |
| | <u> </u> | <u> </u> | <u> </u> |
| TOTAL VEHICLES | 194,769 | 1,293 | 44,832 |

- Passenger cars comprised 66 percent of all registered vehicles, trucks 16.2 percent, buses .24 percent and motorcycles 3.3 percent. Passenger cars totaled 86 percent of all vehicles involved in crashes, trucks 8.7 percent, buses .45 percent, and motorcycles .86 percent.
- There were 15 units of farm equipment involved in fatal crashes in 1971, more than double the 7 in 1970.
- Only two categories had fewer vehicles involved in crashes in 1971 than in the previous year -- military vehicles and other public vehicles.

TABLE 3

MOTOR VEHICLE REGISTRATION

| <u>TYPE OF VEHICLE</u> | <u>1965</u> | <u>1966</u> | <u>1967</u> | <u>1968</u> | <u>1969</u> | <u>1970</u> | <u>1971</u> |
|-------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Passenger cars | 1,506,210 | 1,552,540 | 1,578,791 | 1,643,025 | 1,694,936 | 1,732,607 | 1,782,734 |
| Trucks | | | | | | | |
| Gross weight | 213,933 | 228,964 | 246,135 | 265,678 | 288,778 | 310,150 | 334,414 |
| Farm | 101,274 | 103,055 | 104,124 | 105,074 | 105,242 | 105,212 | 105,202 |
| Urban | 3,384 | 3,693 | 3,925 | 4,037 | 4,250 | 4,402 | 4,731 |
| SUB-TOTAL, TRUCKS | 318,591 | 335,712 | 354,184 | 374,789 | 398,270 | 419,764 | 444,347 |
| Buses | 5,727 | 6,078 | 5,981 | 6,284 | 6,456 | 6,539 | 6,393 |
| Motorcycles | 39,395 | 49,775 | 55,892 | 60,886 | 61,199 | 71,914 | 90,150 |
| Recreational* | 191 | 525 | 1,286 | | | 4,834 | 6,592 |
| MOTOR VEHICLE SUB-TOTAL | 1,870,114 | 1,944,630 | 1,996,134 | 2,084,984 | 2,160,867 | 2,235,658 | 2,330,216 |
| Mobile homes | 18,955 | 20,892 | 23,904 | 25,997 | 28,728 | 34,440 | 38,670 |
| Trailers** | 67,787 | 246,978 | 79,073 | 290,125 | 333,085 | 336,686 | 378,939 |
| SUB-TOTAL, trailers | 86,742 | 267,870 | 102,977 | 316,122 | 361,813 | 371,126 | 417,609 |
| GRAND TOTAL | 1,956,856 | 2,212,500 | 2,099,111 | 2,401,106 | 2,522,674 | 2,606,784 | 2,747,825 |

*Motor-powered vehicles used for human habitation during recreational activities

**Beginning in 1966, figure includes two-wheel trailers registered biennially

TABLE 4

MOTOR VEHICLE INSPECTION

| TYPE OF VEHICLE | NUMBER INSPECTED | | | | NUMBER DEFECTIVE | | | | PERCENT DEFECTIVE | | | |
|---------------------------|------------------|--------|--------|----------------------|------------------|--------|--------|--------|-------------------|------|------|------|
| | 1968 | 1969 | 1970 | 1971 | 1968 | 1969 | 1970 | 1971 | 1968 | 1969 | 1970 | 1971 |
| Cars | 63,392 | 67,354 | 66,070 | 84,945 | 40,024 | 37,444 | 36,314 | 42,019 | 63.1 | 55.6 | 55.0 | 49.5 |
| Trucks | 3,067 | 8,025 | 19,570 | 21,224 | 2,182 | 4,725 | 10,599 | 10,030 | 71.1 | 58.9 | 54.1 | 47.3 |
| School buses ¹ | - | 4,939 | 4,835 | 5,035 | - | 2,869 | 2,223 | 2,468 | - | 58.1 | 46.0 | 49.0 |
| Motorcycles ² | - | 145 | - | 172 | - | 112 | - | 29 | - | 77.2 | - | 16.8 |
| TOTALS | 66,459 | 80,463 | 90,475 | 111,376 ³ | 42,206 | 45,150 | 49,136 | 52,746 | 63.3 | 56.1 | 54.3 | 40.7 |

¹ School buses were not inspected in 1968

² Motorcycles were not inspected in 1968 or 1970

³ 119,896 vehicles were inspected, but data for 8,520 vehicles were not available for processing by computer methods

TABLE 5

CRASH DATA SUMMARY

| | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 |
|---|-----------|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Total crashes ¹ | 77,646 | 73,567 | 74,289 | 83,329 | 84,754 | 93,819 | 92,910 | 105,235 | 99,404 | 104,030 |
| Fatal crashes | 579 | 653 | 717 | 736 | 819 | 810 | 851 | 836 | 816 | 843 |
| Injury crashes | 22,505 | 24,864 | 28,222 | 30,179 | 31,288 | 29,307 | 27,804 | 22,630 | 24,938 | 25,223 |
| Property damage crashes | 54,562 | 48,050 ² | 45,350 | 52,414 | 52,647 | 63,702 | 64,255 | 81,769 | 73,650 | 77,964 |
| Fatalities | 692 | 798 | 841 | 875 | 977 | 965 | 1,060 | 988 | 987 | 1,024 |
| Personal injuries | 36,935 | 41,127 | 47,246 | 50,847 | 52,996 | 47,919 | 43,974 | 35,760 | 38,538 | 39,242 |
| Population ³ | 3,493,000 | 3,507,000 | 3,529,000 | 3,565,000 | 3,585,000 | 3,625,000 | 3,647,000 | 3,743,291 | 3,804,971 | 3,881,000 |
| Licensed drivers ⁴ | 1,810,000 | 1,825,000 | 1,835,000 | 1,850,000 | 1,900,000 | 1,950,000 | 2,000,000 | 2,025,000 | 2,050,000 | 2,125,000 |
| Registered vehicles (excluding trailers) ⁵ | 1,654,397 | 1,724,970 | 1,780,388 | 1,863,557 | 1,942,061 | 2,011,159 | 2,085,904 | 2,153,840 | 2,235,658 | 2,329,216 |
| Vehicle miles traveled (millions) ⁶ | 15,029 | 15,471 | 16,283 | 16,874 | 17,688 | 18,661 | 19,899 | 20,793 | 22,380 | 23,404 |
| Fatality rate per 100,000 population | 19.8 | 22.8 | 23.8 | 24.5 | 27.3 | 26.6 | 29.1 | 26.4 | 25.9 | 26.4 |

(Continued)

TABLE 5

CRASH DATA SUMMARY (Continued)

| | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Fatality rate per 100,000 vehicle registrations | 41.8 | 47.4 | 47.2 | 46.8 | 50.2 | 48.3 | 50.8 | 45.7 | 44.1 | 43.9 |
| Fatality rate per 100 million vehicle miles | 4.60 | 5.16 | 5.16 | 5.19 | 5.52 | 5.17 | 5.33 | 4.75 | 4.41 | 4.37 |
| Crash rate per 100,000 population | 2,223 | 2,098 | 2,105 | 2,337 | 2,364 | 2,588 | 2,548 | 2,812 | 2,612 | 2,680 |
| Crash rate per 100,000 registered vehicles | 4,694 | 4,265 | 4,174 | 4,470 | 4,364 | 4,665 | 4,454 | 4,886 | 4,446 | 4,467 |
| Crash rate per 100 million vehicle miles | 517 | 476 | 456 | 494 | 479 | 503 | 467 | 506 | 444 | 445 |

¹Information taken from annual National Safety Council reports

²Reportable property damage crash requirement changed from \$50 to \$100 in April 1963

³Information obtained from the Minnesota Department of Health vital statistics section

⁴Information obtained from driver license section of Department of Public Safety motor vehicle services division

⁵Information taken from annual "Motor Vehicle Registration by Counties," Department of Public Safety motor vehicle services division

⁶Information obtained from the Minnesota Highway Department Office of Program Planning

TABLE 6

CRASHES, FATALITIES, AND INJURIES BY COUNTY

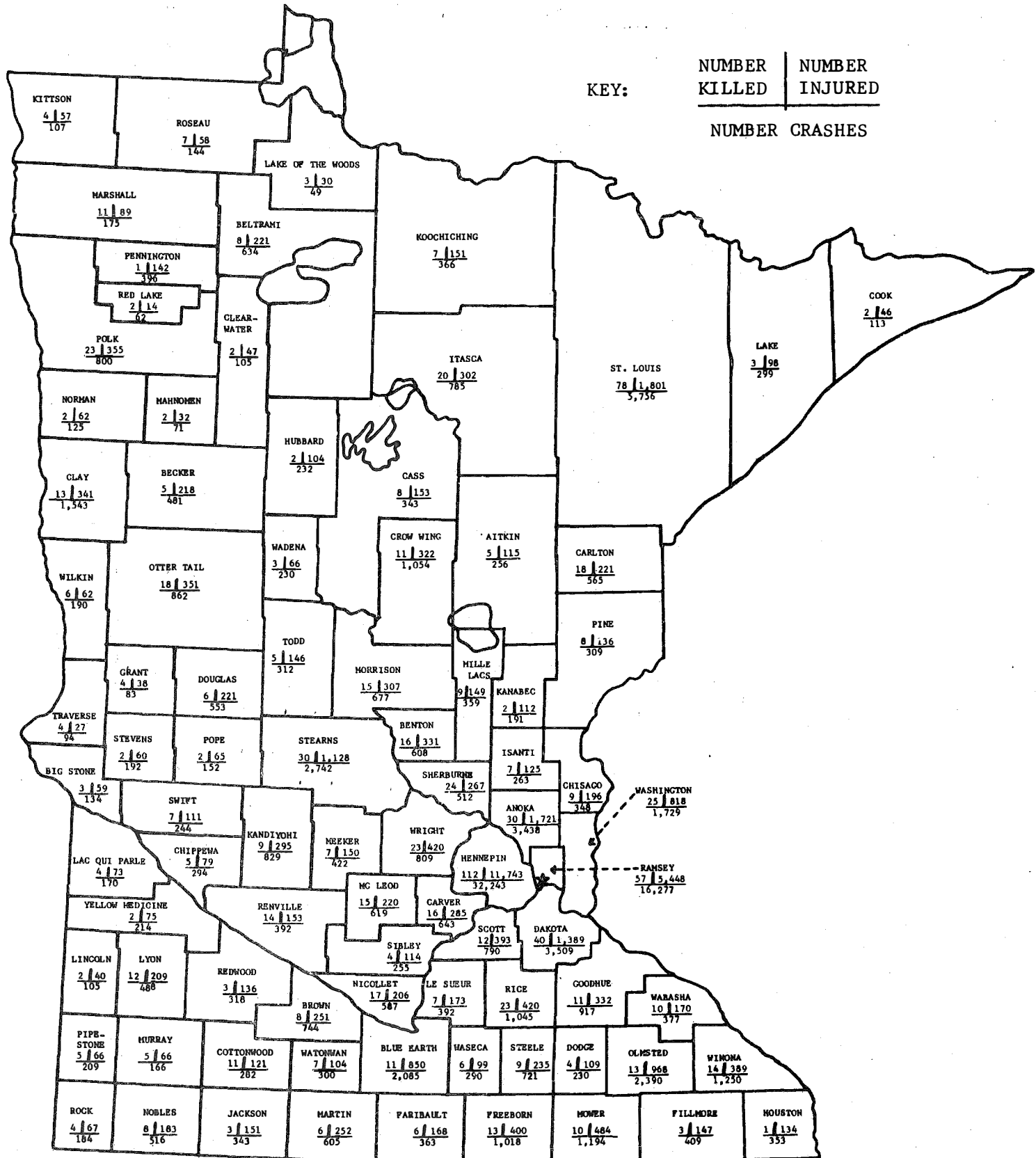


TABLE 7

CRASHES, FATALITIES, AND INJURIES BY COUNTY

| COUNTY | ALL CRASHES | DEATHS | INJURIES | COUNTY | ALL CRASHES | DEATHS | INJURIES |
|-------------------|----------------|--------|----------|-----------------|----------------|--------|----------|
| Aitkin | 256 | 5 | 115 | Marshall | 175 | 11 | 89 |
| Anoka | 3,438 | 30 | 1,721 | Martin | 605 | 6 | 252 |
| Becker | 481 | 5 | 218 | Meeker | 422 | 7 | 150 |
| Beltrami | 634 | 8 | 221 | Mille Lacs | 359 | 9 | 149 |
| Benton | 608 | 16 | 331 | Morrison | 677 | 15 | 307 |
| Big Stone | 134 | 3 | 59 | Mower | 1,194 | 10 | 484 |
| Blue Earth | 2,085 | 11 | 850 | Murray | 166 | 5 | 66 |
| Brown | 744 | 8 | 251 | Nicollet | 587 | 17 | 206 |
| Carlton | 565 | 18 | 221 | Nobles | 516 | 8 | 183 |
| Carver | 643 | 16 | 285 | Norman | 125 | 2 | 62 |
| Cass | 343 | 8 | 153 | Olmsted | 2,390 | 13 | 968 |
| Chippewa | 294 | 5 | 79 | Otter Tail | 862 | 18 | 351 |
| Chisago | 348 | 9 | 196 | Pennington | 396 | 1 | 142 |
| Clay | 1,543 | 13 | 341 | Pine | 309 | 8 | 136 |
| Clearwater | 105 | 2 | 47 | Pipestone | 209 | 5 | 66 |
| Cook | 113 | 2 | 46 | Polk | 800 | 23 | 355 |
| Cottonwood | 282 | 11 | 121 | Pope | 152 | 2 | 65 |
| Crow Wing | 1,054 | 11 | 322 | Ramsey | 16,277 | 57 | 5,448 |
| Dakota | 3,509 | 40 | 1,389 | Red Lake | 62 | 2 | 14 |
| Dodge | 230 | 4 | 109 | Redwood | 318 | 3 | 136 |
| Douglas | 553 | 6 | 221 | Renville | 392 | 14 | 153 |
| Faribault | 363 | 6 | 168 | Rice | 1,045 | 23 | 420 |
| Fillmore | 409 | 3 | 147 | Rock | 184 | 4 | 67 |
| Freeborn | 1,018 | 13 | 400 | Roseau | 144 | 7 | 58 |
| Goodhue | 917 | 11 | 332 | St. Louis | 5,756 | 78 | 1,801 |
| Grant | 83 | 4 | 38 | Scott | 790 | 12 | 393 |
| Hennepin | 32,243 | 112 | 11,743 | Sherburne | 512 | 24 | 267 |
| Houston | 353 | 1 | 134 | Sibley | 255 | 4 | 114 |
| Hubbard | 232 | 2 | 104 | Stearns | 2,742 | 30 | 1,128 |
| Isanti | 263 | 7 | 125 | Steele | 721 | 9 | 235 |
| Itasca | 785 | 20 | 302 | Stevens | 192 | 2 | 60 |
| Jackson | 343 | 3 | 151 | Swift | 244 | 7 | 111 |
| Kanabec | 191 | 2 | 112 | Todd | 312 | 5 | 146 |
| Kandiyohi | 829 | 9 | 295 | Traverse | 94 | 4 | 27 |
| Kittson | 107 | 4 | 57 | Wabasha | 377 | 10 | 170 |
| Koochiching | 366 | 7 | 151 | Wadena | 230 | 3 | 66 |
| Lac qui Parle | 170 | 4 | 73 | Waseca | 290 | 6 | 99 |
| Lake | 299 | 3 | 98 | Washington | 1,729 | 25 | 818 |
| Lake of the Woods | 49 | 3 | 30 | Watsonwan | 300 | 7 | 104 |
| Le Sueur | 392 | 7 | 173 | Wilkin | 190 | 6 | 62 |
| Lincoln | 105 | 2 | 40 | Winona | 1,250 | 14 | 389 |
| Lyon | 488 | 12 | 209 | Wright | 809 | 23 | 420 |
| McLeod | 619 | 15 | 220 | Yellow Medicine | 214 | 2 | 75 |
| Mahnomen | 71 | 2 | 32 | TOTALS | 104,030 | 1,024 | 39,242 |

- All counties had at least one fatality in 1971, but three had no fatalities in 1970.
- Thirty-nine counties had more fatalities in 1971 than in 1970, 42 had less and 6 had the same number.
- Eight counties at least tripled their fatalities in 1971, while only three cut their fatalities by that rate.

TABLE 8

LOCATION OF CRASHES

| <u>LOCATION BY POPULATION</u> | <u>ALL</u> | <u>FATAL</u> | <u>PERSONAL INJURY</u> | <u>PROPERTY DAMAGE</u> |
|-----------------------------------|---------------|--------------|----------------------------|----------------------------|
| 2,500-9,000 | 11,468 | 46 | 2,455 | 8,967 |
| 10,000-24,999 | 14,535 | 50 | 3,510 | 10,975 |
| 25,000-49,999 | 17,271 | 54 | 4,453 | 12,764 |
| 50,000-99,999 Bloomington | 2,343 | 12 | 574 | 1,757 |
| 100,000-249,999 Duluth | 3,130 | 31 | 612 | 2,487 |
| 250,000-over St. Paul | 12,103 | 29 | 2,698 | 9,376 |
| 250,000-over Minneapolis | <u>17,747</u> | <u>44</u> | <u>3,692</u> | <u>14,011</u> |
| TOTAL | 78,597 | 266 | 17,994 | 60,337 |
| <u>URBAN/RURAL</u> | | | | |
| Rural trunk highway | 13,449 | 306 | 3,884 | 9,259 |
| Other rural roads | 11,120 | 256 | 3,126 | 7,738 |
| Rural controlled access | 864 | 15 | 219 | 630 |
| Sub-total rural | 25,433 | 577 | 7,229 | 17,627 |
| Urban trunk highway | 27,832 | 118 | 6,767 | 20,947 |
| Other urban roads | 45,714 | 123 | 10,111 | 35,480 |
| Urban controlled access | 5,051 | 25 | 1,116 | 3,910 |
| Sub-total urban | 78,597 | 266 | 17,994 | 60,337 |
| TOTAL URBAN AND RURAL | 104,030 | 843 | 25,223 | 77,964 |
| <u>BUILT-UP/NOT BUILT-UP</u> | | | | |
| In city or town | 86,459 | 339 | 19,543 | 66,577 |
| Not in city or town | <u>17,571</u> | <u>504</u> | <u>5,680</u> | <u>11,387</u> |
| TOTAL | 104,030 | 843 | 25,223 | 77,964 |
| <u>ROAD SURFACE CONDITION</u> | | | | |
| Dry | 41,155 | 620 | 15,287 | 25,248 |
| Wet | 14,172 | 108 | 4,856 | 9,208 |
| Snowy or icy | 17,403 | 83 | 4,197 | 13,123 |
| Other - Not stated | <u>31,300</u> | <u>32</u> | <u>883</u> | <u>30,385</u> |
| TOTAL | 104,030 | 843 | 25,223 | 77,964 |
| <u>NUMBER OF LANES</u> | | | | |
| One | 3,828 | 74 | 1,209 | 2,545 |
| Two | 43,952 | 503 | 14,048 | 29,401 |
| Three | 1,706 | 11 | 629 | 1,066 |
| Four or more, not divided | 7,817 | 45 | 2,874 | 4,898 |
| Four or more, divided | 14,602 | 165 | 5,370 | 9,067 |
| Not stated | <u>32,125</u> | <u>45</u> | <u>1,093</u> | <u>30,987</u> |
| TOTAL | 104,030 | 843 | 25,223 | 77,964 |

TABLE 9

ROAD MILEAGE SUMMARY

| <u>TYPE OF ROAD</u> | <u>NUMBER OF MILES</u> | <u>PERCENT</u> |
|---------------------------------|------------------------|----------------|
| Interstate Freeways | | |
| Open to traffic (12-31-71) | 606 | |
| Under construction | 161 | |
| Planned for future construction | 147 | |
| | <u>914</u> | 0.7% |
| Trunk Highways | 11,190 | 8.8 |
| County State Aid Highways | 29,610 | 23.2 |
| County Roads | 15,408 | 12.1 |
| Municipal State Aid Streets | 1,290 | 1.0 |
| Other Local Roads | 55,363 | 43.3 |
| Other State and Federal Roads | 3,102 | 2.4 |
| Other Municipal Streets | <u>10,867</u> | <u>8.5</u> |
| TOTAL | 127,744 | 100.0% |

● Fifty-two miles of interstate freeways were completed in 1971.

TABLE 10

WEATHER AND LIGHT CONDITIONS IN CRASHES

| | <u>ACCIDENTS</u> | | | | <u>VICTIMS</u> | |
|------------------|------------------|--------------|------------------------|------------------------|-------------------|-----------------|
| | <u>ALL</u> | <u>FATAL</u> | <u>PERSONAL INJURY</u> | <u>PROPERTY DAMAGE</u> | <u>FATALITIES</u> | <u>INJURIES</u> |
| LIGHT CONDITIONS | | | | | | |
| Daylight | 67,242 | 422 | 15,705 | 51,115 | 502 | 24,389 |
| Darkness | <u>36,788</u> | <u>421</u> | <u>9,518</u> | <u>26,849</u> | <u>522</u> | <u>14,853</u> |
| TOTAL | 104,030 | 843 | 25,223 | 77,964 | 1,024 | 39,242 |
| WEATHER | | | | | | |
| Clear | 58,578 | 695 | 20,078 | 37,805 | 856 | 31,324 |
| Rain | 7,207 | 62 | 2,468 | 4,677 | 69 | 3,911 |
| Snow/sleet | 6,217 | 36 | 1,584 | 4,597 | 42 | 2,371 |
| Fog | 503 | 15 | 166 | 322 | 17 | 283 |
| Other/Not stated | <u>31,525</u> | <u>35</u> | <u>927</u> | <u>30,563</u> | <u>40</u> | <u>1,353</u> |
| TOTAL | 104,030 | 843 | 25,223 | 77,964 | 1,024 | 39,242 |

TABLE 11

CRASHES DISTRIBUTED BY MONTH

| | CRASHES | | | | | | VICTIMS | | | |
|-----------|----------------|-------------|------------------|------------|-------------------------------|-------------------------------|------------------|------------|-------------------|------------|
| | All Crashes | Percent | Fatal Crashes | Percent | Personal Injury Crashes | Property Damage Crashes | Number Killed | Percent | Number Injured | Percent |
| January | 12,175 | 11.7 | 48 | 5.7 | 2,159 | 9,968 | 54 | 5.3 | 3,228 | 8.2 |
| February | 10,034 | 9.7 | 34 | 4.1 | 1,799 | 8,201 | 40 | 3.9 | 2,641 | 6.7 |
| March | 7,184 | 6.9 | 48 | 5.7 | 1,563 | 5,573 | 63 | 6.1 | 2,398 | 6.1 |
| April | 6,375 | 6.1 | 65 | 7.7 | 1,703 | 4,607 | 78 | 7.6 | 2,660 | 6.8 |
| May | 7,469 | 7.2 | 79 | 9.4 | 2,161 | 5,229 | 93 | 9.1 | 3,424 | 8.7 |
| June | 7,583 | 7.3 | 74 | 8.8 | 2,330 | 5,179 | 90 | 8.8 | 3,666 | 9.3 |
| July | 7,920 | 7.6 | 83 | 9.9 | 2,323 | 5,514 | 124 | 12.0 | 3,695 | 9.4 |
| August | 7,726 | 7.4 | 98 | 11.6 | 2,313 | 5,315 | 119 | 11.7 | 3,669 | 9.3 |
| September | 7,641 | 7.4 | 97 | 11.4 | 2,176 | 5,368 | 110 | 10.8 | 3,456 | 8.8 |
| October | 9,316 | 8.9 | 87 | 10.3 | 2,328 | 6,901 | 98 | 9.6 | 3,661 | 9.3 |
| November | 9,406 | 9.0 | 67 | 7.9 | 2,095 | 7,444 | 81 | 7.9 | 3,265 | 8.4 |
| December | <u>11,201</u> | <u>10.8</u> | <u>63</u> | <u>7.5</u> | <u>2,273</u> | <u>8,865</u> | <u>74</u> | <u>7.2</u> | <u>3,479</u> | <u>9.0</u> |
| TOTAL | 104,030 | 100 | 843 | 100 | 25,223 | 77,964 | 1,024 | 100 | 39,242 | 100 |

● July, August and September were high fatality months and accounted for 34 percent of the total fatalities for the year. Fatality rates followed seasonal trends, increasing in the summer months and decreasing in the winter season. The winter months of December, January and February, however, led in total crashes with property damage crashes causing the increases. The number of property damage crashes increased in winter because of the poorer driving conditions, but the number of fatal crashes decreased because of the slower speeds caused by those conditions.

TABLE 12

TIME AND DAY DISTRIBUTION OF CRASHES

| TIME | TOTAL | | | | | MONDAY | | | | | TUESDAY | | | | | WEDNESDAY | | | | |
|----------|--------|---------|-----|-------|-------|--------|---------|----|------|-------|---------|---------|----|------|-------|-----------|---------|----|------|-------|
| | TOTAL | % FATAL | PI* | PD* | | TOTAL | % FATAL | PI | PD | | TOTAL | % FATAL | PI | PD | | TOTAL | % FATAL | PI | PD | |
| Mid-3am | 9590 | 9 | 140 | 2705 | 6745 | 671 | 5 | 9 | 176 | 486 | 744 | 5 | 10 | 195 | 539 | 866 | 6 | 7 | 217 | 642 |
| 3am-6am | 2189 | 2 | 40 | 635 | 1514 | 148 | 1 | 2 | 29 | 117 | 156 | 1 | 0 | 37 | 119 | 175 | 1 | 4 | 50 | 121 |
| 6am-9am | 10210 | 10 | 48 | 2061 | 8101 | 1806 | 13 | 7 | 365 | 1434 | 1850 | 13 | 6 | 353 | 1491 | 1928 | 13 | 8 | 397 | 1523 |
| 9am-Noon | 12514 | 12 | 81 | 2545 | 9888 | 1770 | 13 | 10 | 344 | 1416 | 1805 | 13 | 11 | 351 | 1443 | 1757 | 12 | 5 | 351 | 1401 |
| Noon-3pm | 17373 | 17 | 98 | 4082 | 13193 | 2379 | 18 | 9 | 541 | 1829 | 2509 | 18 | 15 | 543 | 1951 | 2221 | 15 | 10 | 517 | 1694 |
| 3pm-6pm | 25781 | 25 | 154 | 6069 | 19558 | 3624 | 27 | 20 | 800 | 2804 | 3960 | 28 | 17 | 898 | 3045 | 3909 | 28 | 24 | 875 | 3010 |
| 6pm-9pm | 15125 | 14 | 147 | 4129 | 10849 | 1859 | 14 | 25 | 513 | 1321 | 1799 | 13 | 14 | 490 | 1295 | 2196 | 15 | 19 | 578 | 1599 |
| 9pm-Mid | 11248 | 11 | 135 | 2997 | 8116 | 1201 | 9 | 7 | 308 | 886 | 1294 | 9 | 11 | 326 | 957 | 1485 | 10 | 14 | 421 | 1050 |
| TOTALS | 104030 | 100% | 843 | 25223 | 77964 | 13458 | 100% | 89 | 3076 | 10293 | 14117 | 100% | 84 | 3193 | 10840 | 14537 | 100% | 91 | 3406 | 11040 |

* PI = Personal Injury. PD = Property Damage.

| TIME | THURSDAY | | | | | FRIDAY | | | | | SATURDAY | | | | | SUNDAY | | | | |
|----------|----------|---------|-----|------|-------|--------|---------|-----|------|-------|----------|---------|-----|------|-------|--------|---------|-----|------|------|
| | TOTAL | % FATAL | PI | PD | | TOTAL | % FATAL | PI | PD | | TOTAL | % FATAL | PI | PD | | TOTAL | % FATAL | PI | PD | |
| Mid-3am | 989 | 7 | 15 | 268 | 706 | 1408 | 7 | 12 | 354 | 1042 | 2509 | 15 | 46 | 725 | 1738 | 2403 | 21 | 41 | 770 | 1592 |
| 3am-6am | 196 | 1 | 4 | 45 | 147 | 377 | 2 | 4 | 100 | 273 | 553 | 3 | 11 | 185 | 357 | 584 | 5 | 15 | 189 | 380 |
| 6am-9am | 1629 | 12 | 7 | 338 | 1284 | 2018 | 11 | 8 | 370 | 1640 | 661 | 4 | 8 | 150 | 503 | 318 | 3 | 4 | 88 | 226 |
| 9am-Noon | 1656 | 12 | 12 | 363 | 1281 | 2001 | 11 | 6 | 381 | 1614 | 2302 | 14 | 18 | 468 | 1816 | 1223 | 10 | 19 | 287 | 917 |
| Noon-3pm | 2232 | 16 | 15 | 504 | 1713 | 2931 | 15 | 12 | 690 | 2229 | 3162 | 19 | 24 | 750 | 2388 | 1939 | 17 | 13 | 537 | 1389 |
| 3pm-6pm | 3691 | 26 | 15 | 849 | 2827 | 4892 | 25 | 25 | 1118 | 3749 | 3436 | 20 | 22 | 871 | 2543 | 2269 | 20 | 31 | 658 | 1580 |
| 6pm-9pm | 2155 | 15 | 26 | 565 | 1564 | 3112 | 16 | 22 | 824 | 2266 | 2317 | 14 | 24 | 678 | 1615 | 1687 | 15 | 17 | 481 | 1189 |
| 9pm-Mid | 1594 | 11 | 16 | 425 | 1153 | 2547 | 13 | 41 | 661 | 1845 | 2035 | 11 | 30 | 549 | 1456 | 1092 | 9 | 16 | 307 | 769 |
| TOTAL | 14142 | 100% | 110 | 3357 | 10675 | 19286 | 100% | 130 | 4498 | 14658 | 16975 | 100% | 183 | 4376 | 12416 | 11515 | 100% | 156 | 3317 | 8042 |

Most crashes occurred on Fridays - 18.6 percent. The least occurred on Sundays with 11.1 percent, while Saturdays had 16.3 percent and each of the other days had 12 to 13 percent of all crashes. The worst time period for crashes was 3 to 6 p.m., with 25 percent of all crashes occurring during those hours. Most fatal crashes occurred on Saturdays (21.7 percent), with Sundays second (18.5 percent).

TABLE 13

PROBABLE CONTRIBUTING CIRCUMSTANCES IN CRASHES*

| <u>Circumstance</u> | <u>CRASHES</u> | | | | | <u>VICTIMS</u> | |
|---|------------------------|----------------|--------------------------|--|--|--------------------------|---------------------------|
| | <u>All Crashes</u> | <u>Percent</u> | <u>Fatal Crashes</u> | <u>Personal Injury Crashes</u> | <u>Property Damage Crashes</u> | <u>Number Killed</u> | <u>Number Injured</u> |
| Illegal/unsafe speed | 8,952 | 9 | 169 | 3,656 | 5,127 | 206 | 5,833 |
| Traffic control violation | 1,876 | 2 | 24 | 961 | 891 | 30 | 1,809 |
| Over center line, wrong lane | 2,147 | 2 | 78 | 754 | 1,315 | 108 | 1,521 |
| Improper parking, starting or stopping | 1,099 | 1 | 7 | 214 | 878 | 7 | 331 |
| Improper passing | 984 | 1 | 9 | 192 | 783 | 10 | 312 |
| Following too closely | 2,339 | 2 | 5 | 854 | 1,480 | 5 | 1,322 |
| Failure to yield the right-of-way | 7,559 | 7 | 67 | 2,694 | 4,798 | 85 | 4,566 |
| No signal/improper signal | 323 | 0 | 5 | 78 | 240 | 6 | 140 |
| Vision obscurement | 1,414 | 1 | 11 | 467 | 936 | 13 | 709 |
| Bicycle violation | 533 | 1 | 11 | 512 | 10 | 11 | 544 |
| Impeding traffic | 128 | 0 | 0 | 32 | 96 | 0 | 40 |
| Improper left turn | 566 | 1 | 5 | 126 | 435 | 5 | 209 |
| Improper right turn | 389 | 0 | 0 | 44 | 345 | 0 | 60 |
| Other improper turn | 621 | 1 | 3 | 141 | 477 | 3 | 222 |
| Beyond driver's control | 15,975 | 15 | 156 | 4,708 | 11,111 | 206 | 7,400 |
| Defective equipment | 1,297 | 1 | 6 | 455 | 836 | 8 | 737 |
| Pedestrian violation | 987 | 1 | 65 | 896 | 26 | 66 | 955 |
| Other | 56,841 | 55 | 222 | 8,439 | 48,180 | 255 | 12,532 |
| TOTAL | 104,030 | 100% | 843 | 25,223 | 77,964 | 1,024 | 39,242 |

*Data are of necessity an opinion of the investigating officer made from the physical evidence, witnesses' statements, etc.

TABLE 14

SCHOOL BUSES INVOLVED IN CRASHES

| | <u>1965</u> | <u>1966</u> | <u>1967</u> | <u>1968</u> | <u>1969</u> | <u>1970</u> | <u>1971</u> |
|-------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Number buses in: | | | | | | | |
| All crashes | 316 | 331 | 366 | 312 | 405 | 395 | 397 |
| Fatal crashes | 3 | 4 | 3 | 3 | 2 | 2 | 2 |
| Personal injury crashes | 133 | 138 | 104 | 83 | 78 | 89 | 95 |
| Property damage crashes | 180 | 189 | 259 | 226 | 325 | 304 | 300 |
| Number people: | | | | | | | |
| Killed | 2 | 4 | 2 | 5 | 2 | 2 | 2 |
| Injured | 323 | 264 | 279 | 170 | 156 | 154 | 134 |

TABLE 15

SCHOOL BUS DRIVER LICENSING DATA

| | Fiscal Year <u>1966</u> | <u>1967</u> | <u>1968</u> | <u>1969</u> | <u>1970</u> | <u>1971</u> |
|-----------------------------|-------------------------|-------------|-------------|-------------|-------------|-------------|
| Driver licenses issued | 12,484 | 12,627 | 13,065 | 14,533 | 15,314 | 16,094 |
| Written examinations given | 2,339 | 2,609 | 2,874 | 3,670 | 3,213 | 3,634 |
| Physical examinations given | 12,484 | 12,627 | 13,065 | 14,533 | 15,314 | 16,094 |

TABLE 16

CHAUFFEUR LICENSING DATA

| | <u>1966</u> | <u>1967</u> | <u>1968</u> | <u>1969</u> | <u>1970</u> | <u>1971</u> |
|----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Number licenses issued | 194,477 | 200,210 | 197,303 | 204,473 | 196,657 | 197,909 |
| Written examinations given | 22,515 | 22,209 | 20,333 | 24,586 | 26,761 | 26,048 |
| Eye examinations given | 22,515 | 22,209 | 20,333 | 24,586 | 26,761 | 26,048 |

TABLE 17

MOTORCYCLE CRASHES

(Includes motor bikes, motor scooters and other motorized two-wheel vehicles)

| | <u>1965</u> | <u>1966</u> | <u>1967</u> | <u>1968</u> | <u>1969</u> | <u>1970</u> | <u>1971</u> |
|------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Number vehicles involved in: | | | | | | | |
| Total crashes | 1,400 | 2,058 | 1,610 | 1,338 | 980 | 1,291 | 1,723 |
| Fatal crashes | 28 | 44 | 24 | 40 | 26 | 40 | 48 |
| Personal injury crashes | 1,255 | 1,813 | 1,373 | 1,054 | 745 | 1,026 | 1,351 |
| Property damage crashes | 117 | 201 | 213 | 244 | 209 | 225 | 324 |
| Number killed | 30 | 44 | 25 | 40 | 32 | 43 | 51 |
| Number injured | 1,601 | 2,359 | 1,832 | 1,394 | 1,217 | 1,262 | 1,628 |
| Registered motorcycles | 39,395 | 49,775 | 55,892 | 60,886 | 61,199 | 71,914 | 90,150 |

TABLE 18

MOTORCYCLE LICENSING DATA

| | <u>1968*</u> | <u>1969</u> | <u>1970</u> | <u>1971</u> |
|---------------------|--------------|-------------|-------------|-------------|
| Endorsements Issued | 9,624 | 15,896 | 17,018 | 20,381 |
| Written Tests Given | 12,445 | 25,057 | 33,765 | 41,901 |
| Road Tests Given | 10,068 | 16,726 | 17,771 | 27,297 |

*Records begin September 1968

TABLE 19

SNOWMOBILE CRASHES*

| | <u>1967</u> | <u>1968</u> | <u>1969</u> | <u>1970</u> | <u>1971</u> |
|---------------------------|-------------|-------------|-------------|-------------|-------------|
| Total Accidents | 6 | 23 | 73 | 127 | 164 |
| Fatal Accidents | 2 | 2 | 2 | 3 | 8 |
| Personal Injury Accidents | 3 | 11 | 50 | 91 | 99 |
| Property Damage Accidents | 1 | 10 | 21 | 33 | 57 |
| Fatalities | 2 | 2 | 3 | 3 | 9 |
| Injuries | 3 | 15 | 64 | 114 | 136 |

*These are crashes on a trafficway in which another motor vehicle was involved.

TABLE 20

SNOWMOBILE LICENSING DATA

| | <u>1967</u> | <u>1968</u> | <u>1969</u> | <u>1970</u> | <u>1971</u> |
|------------------|-------------|-------------|-------------|-------------|-------------|
| Licenses Issued* | 18,737 | 27,732 | 47,051 | 57,486 | 73,332 |

*Licenses are issued for vehicles only; drivers are not licensed

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TABLE 21

DRIVER LICENSING DATA

| | <u>1965</u> | <u>1966</u> | <u>1967</u> | <u>1968*</u> | <u>1969</u> | <u>1970</u> | <u>1971</u> |
|---------------------------------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|
| Number of licensed drivers | 1,850,000 | 1,900,000 | 1,950,000 | 2,000,000 | 2,025,000 | 2,050,000 | 2,125,000 |
| Permits issued | 162,939 | 175,330 | 164,303 | 170,826 | 168,061 | 167,713 | 168,110 |
| Written tests | 172,030 | 189,719 | 173,475 | 207,068 | 241,720 | 266,649 | 264,068 |
| Road tests | 175,284 | 193,815 | 178,921 | 200,373 | 213,058 | 221,856 | 221,741 |
| Regular licenses issued | 457,920 | 455,558 | 519,673 | 666,566 | 534,356 | 522,528 | 613,000 |
| Duplicate licenses issued | 163,752 | 175,191 | 185,039 | 197,779 | 202,373 | 209,393 | 217,331 |
| Driver evaluations | 11,365 | 13,941 | 14,189 | 15,294 | 14,254 | 15,201 | 13,033 |
| Driver evaluation suspensions | 18,884 | 16,975 | 16,775 | 17,069 | 16,212 | 14,669 | 11,065 |
| Safety Responsibility Act suspensions | 22,489 | 24,977 | 22,072 | 20,254 | 25,704 | 29,528 | 21,469 |
| Revocations | 8,477 | 8,807 | 8,912 | 10,819 | 11,961 | 12,134 | 12,974 |
| License cancellations | 3,190 | 3,503 | 3,338 | 4,004 | 3,540 | 3,357 | 3,447 |
| Medical referrals | 3,304 | 4,436 | 4,894 | 6,136 | 4,155 | 2,752 | 3,892 |
| Reported convictions | 214,542 | 232,344 | 219,938 | 239,627 | 241,579 | 235,676 | 253,652 |

*Beginning in 1968, motorcycle license data are included

TABLE 22

TEEN-AGED DRIVERS INVOLVED IN CRASHES

| AGE GROUP | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 |
|---|--------|--------|--------|--------|--------|--------|--------|--------|
| 14 and under | 132 | 162 | 168 | 261 | 124 | 349 | 188 | 185 |
| 15 | 419 | 490 | 540 | 404 | 389 | 235 | 187 | 245 |
| 16 | 3,416 | 3,813 | 3,803 | 5,005 | 5,046 | 2,850 | 2,936 | 2,810 |
| 17 | 5,553 | 5,860 | 5,840 | 7,108 | 7,604 | 7,476 | 6,876 | 6,750 |
| 18 - 19 | 10,677 | 13,948 | 14,576 | 16,797 | 17,006 | 18,979 | 17,767 | 17,665 |
| Total teen-aged drivers involved in crashes | 20,197 | 24,273 | 24,927 | 29,575 | 30,169 | 29,889 | 27,954 | 27,655 |
| Percent of all licensed drivers | 8.5 | 9.3 | 9.3 | 9.7 | 10.1 | 9.7 | 11.5 | N/A |
| Percent of all drivers involved in crashes | 15.3 | 16.3 | 16.4 | 18.1 | 18.7 | 16.2 | 16.1 | 15.2 |

TABLE 23

HIT-AND-RUN CRASHES

| <u>COLLISION WITH:</u> | <u>ALL CRASHES</u> | <u>FATAL CRASHES</u> | <u>PERSONAL INJURY CRASHES</u> | <u>PROPERTY DAMAGE CRASHES</u> | <u>NUMBER KILLED</u> | <u>NUMBER INJURED</u> |
|--------------------------|------------------------|--------------------------|--|--|--------------------------|---------------------------|
| Pedestrian | 140 | 6 | 132 | 2 | 6 | 139 |
| Motor vehicle in traffic | 863 | 1 | 156 | 706 | 1 | 228 |
| Parked motor vehicle | 2,990 | 1 | 39 | 2,950 | 1 | 49 |
| Bicyclist | 49 | 0 | 43 | 6 | 0 | 44 |
| Fixed objects | 209 | 0 | 6 | 203 | 0 | 7 |
| All others | 287 | 0 | 25 | 262 | 0 | 33 |
| TOTAL | 4,538 | 8 | 401 | 4,129 | 8 | 500 |

Part 2. Pedestrians and Bicyclists

- The 149 pedestrian fatalities recorded in 1971 were four higher than in 1970 and comprised the highest number in history. Bicyclist fatalities numbered 19, the same as in 1970 (Table 1).
- More pedestrians were killed while crossing roadways between intersections than in any other pedestrian actions, while most non-fatal injuries occurred at intersections. Presumably, reduced speeds at intersections resulted in less serious injuries to pedestrians (Table 2).
- Although state law prohibits pedestrians from walking in the roadway in the same direction as the traffic is moving, 10 percent of pedestrians killed were doing so when hit. Many of these victims were attempting to flag down an approaching vehicle to hitch a ride or request assistance (Table 2).
- Although the number of bicyclist fatalities remained unchanged in 1971, bicyclist injuries increased by almost 10 percent from the previous year, while all injuries in motor vehicle crashes increased only 2 percent (Table 6).

TABLE 1

PEDESTRIAN INVOLVEMENT IN CRASHES

| | <u>1966</u> | <u>1967</u> | <u>1968</u> | <u>1969</u> | <u>1970</u> | <u>1971</u> |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Total traffic fatalities | 977 | 965 | 1,060 | 988 | 987 | 1,024 |
| Pedestrian fatalities | 130 | 133 | 122 | 114 | 145 | 149 |
| Percent of total fatalities | 13.3 | 13.8 | 11.5 | 11.5 | 15.0 | 14.6 |
| Total traffic injuries | 52,996 | 47,919 | 43,974 | 35,760 | 38,538 | 39,242 |
| Pedestrian injuries | 1,332 | 1,175 | 1,844 | 1,735 | 1,692 | 1,832 |
| Percent of total injuries | 2.5 | 2.4 | 4.1 | 4.9 | 4.3 | 4.7 |

TABLE 2

PEDESTRIAN ACTIONS IN FATAL CRASHES

| <u>ACTION</u> | <u>TOTAL KILLED</u> | <u>0-4</u> | <u>5-9</u> | <u>10-14</u> | <u>15-19</u> | <u>20-24</u> | <u>25-44</u> | <u>45-64</u> | <u>65-over</u> | <u>Not Stated</u> |
|---------------------------------|-------------------------|------------|------------|--------------|--------------|--------------|--------------|--------------|----------------|-----------------------|
| Crossing at intersection | 14 | 1 | 1 | 0 | 1 | 0 | 0 | 3 | 8 | |
| Crossing not at intersection | 25 | 3 | 1 | 3 | 1 | 0 | 3 | 5 | 9 | |
| Walking in road with traffic | 15 | 0 | 0 | 3 | 3 | 2 | 2 | 2 | 3 | |
| Walking in road against traffic | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| Standing in road | 8 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 1 | |
| Entering or leaving vehicle | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Crossing to or from school bus | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Working on vehicle in roadway | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | |
| Working in roadway | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Playing in roadway | 7 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | |
| Other in roadway | 56 | 3 | 7 | 7 | 6 | 1 | 5 | 10 | 17 | |
| Not in roadway | | | | | | | | | | |
| Not known | 15 | 1 | 1 | 0 | 1 | 1 | 2 | 5 | 4 | |
| TOTAL | 149 | 11 | 15 | 13 | 15 | 5 | 14 | 32 | 44 | 0 |

● The 65-and-over age group has the largest number of fatalities of any group. Decreased mobility, sense of hearing, visual acuity and recuperative powers may account for the large number of fatalities in this age group.

TABLE 3

PEDESTRIAN ACTIONS IN PERSONAL INJURY CRASHES

| <u>ACTION</u> | <u>TOTAL INJURED</u> | <u>0-4</u> | <u>5-9</u> | <u>10-14</u> | <u>15-19</u> | <u>20-24</u> | <u>25-44</u> | <u>45-64</u> | <u>65-over</u> | <u>Not Stated</u> |
|---------------------------------|--------------------------|------------|------------|--------------|--------------|--------------|--------------|--------------|----------------|-----------------------|
| Crossing at intersection | 467 | 5 | 72 | 54 | 46 | 41 | 50 | 96 | 88 | 15 |
| Crossing not at intersection | 294 | 39 | 93 | 37 | 31 | 7 | 23 | 30 | 27 | 7 |
| Walking in road with traffic | 102 | 1 | 8 | 23 | 28 | 14 | 14 | 9 | 3 | 2 |
| Walking in road against traffic | 32 | 1 | 5 | 5 | 10 | 3 | 1 | 4 | 2 | 1 |
| Standing in road | 43 | 0 | 1 | 9 | 4 | 5 | 13 | 7 | 2 | 2 |
| Entering or leaving vehicle | 18 | 1 | 1 | 3 | 3 | 3 | 1 | 1 | 4 | 1 |
| Crossing to or from school bus | 10 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| Working on vehicle in roadway | 8 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 1 |
| Working in roadway | 9 | 0 | 0 | 0 | 1 | 1 | 4 | 3 | 0 | 0 |
| Playing in roadway | 47 | 17 | 21 | 6 | 1 | 0 | 2 | 0 | 0 | 0 |
| Other in roadway | 495 | 75 | 139 | 74 | 42 | 35 | 37 | 45 | 28 | 20 |
| Not in roadway | 22 | 1 | 5 | 8 | 0 | 3 | 3 | 1 | 1 | 0 |
| Not known | 285 | 35 | 57 | 22 | 29 | 12 | 14 | 23 | 23 | 70 |
| TOTAL | 1,832 | 175 | 409 | 243 | 201 | 125 | 163 | 219 | 178 | 119 |

TABLE 4

AGE AND SEX OF PEDESTRIAN FATALITIES

| <u>AGE CATEGORY</u> | 1965 | | 1966 | | 1967 | | 1968 | | 1969* | | 1970* | | 1971 | |
|---------------------|------|----|------|----|------|----|------|----|-------|---|-------|----|------|----|
| | M | F | M | F | M | F | M | F | M | F | M | F | M | F |
| 0-4 | 5 | 5 | 4 | 4 | 8 | 6 | 3 | 3 | | | | | 6 | 5 |
| 5-9 | 8 | 8 | 13 | 17 | 7 | 11 | 12 | 5 | | | | | 10 | 5 |
| 10-14 | 4 | 1 | 6 | 2 | 3 | 1 | 2 | 3 | | | | | 9 | 4 |
| 15-19 | 5 | 4 | 7 | 3 | 7 | 3 | 8 | 4 | | | | | 7 | 8 |
| 20-24 | 4 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | | | | | 3 | 2 |
| 25-34 | 4 | 1 | 3 | 5 | 4 | 0 | 1 | 4 | | | | | 7 | 1 |
| 35-44 | 6 | 1 | 11 | 2 | 4 | 3 | 2 | 1 | | | | | 4 | 2 |
| 45-54 | 7 | 2 | 3 | 5 | 6 | 4 | 6 | 1 | | | | | 12 | 6 |
| 55-64 | 9 | 4 | 4 | 3 | 14 | 4 | 7 | 7 | | | | | 10 | 4 |
| 65-74 | 14 | 3 | 11 | 6 | 16 | 5 | 19 | 6 | | | | | 13 | 8 |
| 75-over | 17 | 9 | 14 | 5 | 21 | 4 | 14 | 8 | | | | | 17 | 6 |
| Not stated | | 1 | | | | | 3 | 1 | | | | | | |
| Subtotal | 83 | 41 | 77 | 53 | 92 | 41 | 78 | 44 | | | 90 | 55 | 98 | 51 |
| TOTAL | 124 | | 130 | | 133 | | 122 | | 114 | | 145 | | 149 | |

*Not available

M = Male
F = Female

TABLE 5

PEDESTRIAN CRASHES, DEATHS AND INJURIES BY COUNTY

| COUNTY | ALL CRASHES | KILLED | INJURED | COUNTY | ALL CRASHES | KILLED | INJURED |
|-------------------|----------------|--------|---------|-----------------|----------------|--------|---------|
| Aitkin | 1 | 1 | 1 | Marshall | 4 | 3 | 3 |
| Anoka | 86 | 3 | 89 | Martin | 5 | 1 | 4 |
| Becker | 9 | 1 | 8 | Meeker | 5 | 3 | 5 |
| Beltrami | 9 | 3 | 6 | Mille Lacs | 5 | | 2 |
| Benton | 5 | 1 | 7 | Morrison | 11 | 1 | 9 |
| Big Stone | 2 | | 2 | Mower | 10 | | 10 |
| Blue Earth | 52 | 2 | 55 | Murray | 1 | | 1 |
| Brown | 7 | 1 | 5 | Nicollet | 9 | 1 | 8 |
| Carlton | 16 | 2 | 13 | Nobles | 8 | | 11 |
| Carver | 9 | 3 | 9 | Norman | | | |
| Cass | 2 | | 2 | Olmsted | 38 | 2 | 38 |
| Chippewa | 2 | | 2 | Otter Tail | 11 | 1 | 10 |
| Chisago | 3 | 1 | 2 | Pennington | 8 | | 8 |
| Clay | 15 | 1 | 14 | Pine | 2 | | 2 |
| Clearwater | 2 | 1 | 1 | Pipestone | 4 | | 4 |
| Cook | 3 | 1 | 2 | Polk | 15 | 2 | 13 |
| Cottonwood | 3 | | 3 | Pope | 1 | | 1 |
| Crow Wing | 16 | 2 | 13 | Ramsey | 384 | 19 | 378 |
| Dakota | 48 | 4 | 42 | Red Lake | | | |
| Dodge | 1 | | 1 | Redwood | 7 | | 7 |
| Douglas | 7 | | 6 | Renville | 2 | | 3 |
| Faribault | 2 | | 2 | Rice | 18 | 2 | 16 |
| Fillmore | 3 | | 3 | Rock | 2 | 1 | 1 |
| Freeborn | 16 | 1 | 15 | Roseau | 1 | | 1 |
| Goodhue | 10 | 1 | 9 | St. Louis | 136 | 23 | 119 |
| Grant | 1 | | 1 | Scott | 14 | 5 | 12 |
| Hennepin | 701 | 28 | 711 | Sherburne | 6 | | 5 |
| Houston | 4 | | 4 | Sibley | 3 | 1 | 2 |
| Hubbard | 3 | | 4 | Stearns | 40 | 4 | 39 |
| Isanti | 6 | 1 | 5 | Steele | 11 | 1 | 10 |
| Itasca | 9 | 3 | 6 | Stevens | 1 | | 1 |
| Jackson | 3 | | 4 | Swift | 3 | 1 | 2 |
| Kanabec | 3 | 1 | 3 | Todd | 4 | | 4 |
| Kandiyohi | 8 | 3 | 5 | Traverse | | | |
| Kittson | 2 | | 2 | Wabasha | 4 | 2 | 2 |
| Koochiching | 9 | 2 | 7 | Wadena | 1 | | 1 |
| Lac Qui Parle | 2 | | 2 | Waseca | 3 | | 3 |
| Lake | 6 | | 7 | Washington | 42 | 5 | 38 |
| Lake of the Woods | 1 | | 1 | Wantonwan | 3 | | 3 |
| Le Sueur | 3 | | 3 | Wilkin | 3 | 1 | 2 |
| Lincoln | 1 | | 1 | Winona | 17 | 2 | 13 |
| Lyon | 8 | | 9 | Wright | 12 | | 12 |
| Mc Leod | 6 | 1 | 6 | Yellow Medicine | 1 | | 1 |
| Mahnomen | | | | TOTALS | 1,960 | 149 | 1,897* |

TABLE 6

BICYCLIST INVOLVEMENT IN CRASHES

| | <u>1966</u> | <u>1967</u> | <u>1968</u> | <u>1969</u> | <u>1970</u> | <u>1971</u> |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Total traffic fatalities | 977 | 965 | 1,060 | 988 | 987 | 1,024 |
| Bicyclist fatalities | 20 | 14 | 22 | 21 | 19 | 19 |
| Percent of total fatalities | 2.0 | 1.5 | 2.1 | 2.2 | 1.9 | 1.9 |
| Total traffic injuries | 52,996 | 47,919 | 43,974 | 35,760 | 38,538 | 39,242 |
| Bicyclist injuries | 362 | 459 | 708 | 607 | 763 | 833 |
| Percent of total injuries | 0.7 | 1.0 | 1.6 | 1.7 | 2.0 | 2.1 |

While bicyclist involvement in traffic crashes appears to be insignificant, the number of crashes is growing as bicycling becomes the inexpensive, healthy and ecological means of transportation. Bicycle sales in Minnesota in 1971 were so high that most dealers ran short before the season was ended.

TABLE 7

AGE AND SEX OF BICYCLIST FATALITIES

| <u>AGE CATEGORY</u> | 1965 | | 1966 | | 1967 | | 1968 | | 1969 | | 1970 | | 1971 | |
|---------------------|------|---|------|---|------|---|------|---|------|---|------|---|------|---|
| | M | F | M | F | M | F | M | F | M | F | M | F | M | F |
| 0-4 | | | 7 | 2 | | | | | | | | | 1 | |
| 5-9 | 6 | | 8 | 1 | 6 | 1 | 6 | 1 | 5 | 2 | 6 | 2 | 6 | 1 |
| 10-14 | 7 | | 1 | | 4 | 1 | 8 | 2 | 6 | 3 | 3 | 2 | 6 | |
| 15-19 | 2 | | | | | | 2 | | 4 | | 5 | 1 | 1 | |
| 20-24 | | | | | | | | | | 1 | | | 1 | 1 |
| 25-34 | | | | | | | | 1 | | | | | | 1 |
| 35-44 | | 1 | | | | | | | | | | | | |
| 45-54 | | | | | 2 | | 1 | | | | | | | |
| 55-64 | | | | | | | | | | | | | | |
| 65-74 | | | | | | | 1 | | | | | | | |
| 75-over | | | 1 | | | | | | | | | | 1 | |
| Subtotal | 15 | 1 | 17 | 3 | 12 | 2 | 18 | 4 | 15 | 6 | 14 | 5 | 15 | 4 |
| TOTAL | 16 | | 20 | | 14 | | 22 | | 21 | | 19 | | 19 | |

M = Male
F = Female

● Five- to fourteen-year-olds comprise 68.5 percent of the bicyclist fatalities in 1971 and 72.6 percent for the seven-year period.

TABLE 3

BICYCLE CRASHES, DEATHS AND INJURIES BY COUNTY.

| COUNTY | ALL CRASHES | KILLED | INJURED | COUNTY | ALL CRASHES | KILLED | INJURED |
|-------------------|----------------|--------|---------|-----------------|----------------|--------|---------|
| Aitkin | | | | Marshall | 1 | | |
| Anoka | 46 | 2 | 46 | Martin | 1 | | |
| Becker | 5 | | 3 | Meeker | 3 | 1 | 2 |
| Beltrami | 2 | | 2 | Mille Lacs | 1 | | 1 |
| Benton | 4 | | 5 | Morrison | 6 | | 6 |
| Big Stone | | | | Mower | 15 | | 16 |
| Blue Earth | 15 | | 16 | Murray | 1 | | 1 |
| Brown | 7 | 1 | 5 | Nicollet | 3 | | 2 |
| Carlton | 2 | | 2 | Nobles | 8 | | 6 |
| Carver | 4 | | 3 | Norman | | | |
| Cass | | | | Olmsted | 20 | | 20 |
| Chippewa | | | | Otter Tail | 3 | | 3 |
| Chisago | 5 | | 5 | Pennington | 3 | | 3 |
| Clay | 10 | | 6 | Pine | | | |
| Clearwater | 2 | | 2 | Pipestone | 3 | 2 | 1 |
| Cook | | | | Polk | 4 | | 4 |
| Cottonwood | 1 | | 1 | Pope | | | |
| Crow Wing | 6 | | 5 | Ramsey | 181 | 3 | 181 |
| Dakota | 27 | 1 | 30 | Red Lake | | | |
| Dodge | 2 | | 2 | Redwood | 1 | | 1 |
| Douglas | 1 | | 1 | Renville | 2 | | 2 |
| Faribault | 2 | | 2 | Rice | 9 | 3 | 8 |
| Fillmore | 1 | | 2 | Rock | 28 | | |
| Freeborn | 6 | | 6 | Roseau | 5 | | |
| Goodhue | 6 | | 5 | St. Louis | 28 | | 24 |
| Grant | | | | Scott | 5 | | 5 |
| Hennepin | 337 | 4 | 313 | Sherburne | 2 | | 3 |
| Houston | 2 | | 2 | Sibley | 1 | | 1 |
| Hubbard | | | | Stearns | 22 | | 18 |
| Isanti | | | | Steele | 6 | | 5 |
| Itasca | 3 | | 3 | Stevens | | | |
| Jackson | 1 | | 1 | Swift | 2 | | 4 |
| Kanabec | 1 | | 1 | Todd | 1 | | |
| Kandiyohi | 5 | | 4 | Traverse | | | |
| Kittson | 1 | | 1 | Wabasha | 2 | | 2 |
| Koochiching | 3 | 1 | 3 | Wadena | 3 | | 4 |
| Lac Qui Parle | | | | Waseca | 4 | | 3 |
| Lake | | | | Washington | 21 | | 21 |
| Lake of the Woods | | | | Wantonwan | 4 | | 4 |
| Le Sueur | 2 | | 2 | Wilkin | 1 | | |
| Lincoln | 2 | | | Winona | 14 | | 14 |
| Lyon | 11 | | 12 | Wright | 6 | 1 | 4 |
| McLeod | 3 | | 2 | Yellow Medicine | | | |
| Mahnomen | | | | TOTALS | 912 | 19 | 862* |

Part 3. Drinking Drivers and Pedestrians

- In 1968, the importance of alcohol consumption as a determining factor in crashes was recognized by new legislation providing for a blood-testing program handled by county coroners throughout the state. Tests are administered to all drivers and all pedestrians over 16 who die within four hours of a traffic crash to determine their blood alcohol content. In 1971, 58.6 percent of the fatally injured drivers and 61.7 percent of the fatally injured pedestrians were alcohol positive (Table 1).
- Driving while intoxicated arrests were up 19.2 percent in 1971 to 4,301, with more than half of these made by the Minnesota Highway Patrol (Table 10).
- Between the hours of 9 p.m. and 3 a.m., over 80 percent of the fatally injured drivers tested for alcohol were found to have significant quantities in their systems (Table 4).
- The 65-and-older age group was a problem area in alcohol related pedestrian fatalities. Out of 16 pedestrians testing alcohol positive, 9 were 65 or older (Table 13).

TABLE 1

DRINKING DRIVER FACTS

| <u>1968</u> | <u>%</u> | <u>1969</u> | <u>%</u> | <u>1970</u> | <u>%</u> | <u>1971</u> | <u>%</u> | |
|-------------|----------|-------------|----------|-------------|----------|-------------|----------|---|
| 1,068 | | 988 | | 987 | | 1,024 | | people were killed in motor vehicle crashes |
| 531 | 49.6% | 504 | 51.0% | 488 | 49.5% | 510 | 49.9% | drivers were killed |
| 265 | 49.9% | 270 | 53.5% | 241 | 49.4% | 157 | 30.8% | fatally injured drivers were tested for alcohol content (percent of all drivers killed) |
| 144 | 54.3% | 147 | 54.5 | 142 | 59.0% | 92 | 58.6% | of those tested had alcohol in their system (called positive cases) |
| 114 | 79.2% | 122 | 82.9% | 122 | 85.9% | 74 | 80.3% | of the positive cases were at or above the 0.10% level of intoxication |
| 131 | 91.0% | 137 | 93.1% | 136 | 95.8% | 84 | 91.3% | of the positive cases were male |
| 13 | 9.0% | 10 | 6.9% | 6 | 4.2% | 8 | 8.7% | of the positive cases were female |
| 37 | 32.5% | 46 | 31.3% | 42 | 29.5% | 29 | 31.5% | of the positive cases which tested 0.10% or higher occurred between midnight and 3 a.m. |
| 67 | 46.6% | 63 | 42.9% | 58 | 40.8% | 39 | 42.4% | of the positive cases were between the ages of 16 and 24 |
| 56 | 49.1% | 62 | 42.2% | 49 | 34.5% | 31 | 33.6% | of the positive cases which tested 0.10% or higher were in the 16-24 age range |

TABLE 2

FATAL CRASHES INVOLVING DRINKING DRIVERS

| <u>TYPE OF CRASH</u> | <u>NUMBER</u> | <u>PERCENT</u> |
|--|---------------|----------------|
| Multi-vehicle collision | 38 | 41.3 |
| Ran off the road | 38 | 41.3 |
| Collision with: | | |
| parked vehicle | 1 | 1.1 |
| fixed object | 9 | 9.8 |
| bicycle | 1 | 1.1 |
| railroad train | 4 | 4.3 |
| Other non-collision (including overtaken) | 1 | 1.1 |
| | — | — |
| TOTAL | 92 | 100.0 |

TABLE 3
DRIVER FATALITIES
by
Blood Alcohol Concentration and Age

| AGE | | | BLOOD ALCOHOL CONCENTRATION (PERCENT) | | | | | | | | | | | PERCENT OF GROUP TESTING POSITIVE | PERCENT OF ALL POSITIVE CASES |
|-----------------|-------------------|----|---------------------------------------|---|---------------|---|---------------|---|---------------|---|---------------|---|-------------------|---|-------------------------------------|
| | | | .010- .049 | | .050- .099 | | .100- .149 | | .150- .249 | | .250- over | | TOTAL POSITIVE | | |
| TOTAL TESTED | TOTAL NEGATIVE | M | F | M | F | M | F | M | F | M | F | | | | |
| 0-20 | 37 | 13 | 3 | 1 | 1 | | 6 | 1 | 9 | | 2 | 1 | 24 | 64.9 | 26.2 |
| 21-24 | 27 | 11 | | | 2 | 1 | 5 | 1 | 6 | | 1 | | 16 | 59.3 | 17.4 |
| 25-29 | 14 | 4 | 2 | | | | 1 | | 3 | | 3 | 1 | 10 | 71.4 | 10.9 |
| 30-34 | 11 | 4 | 1 | | | | | | 6 | | | | 7 | 63.6 | 7.6 |
| 35-39 | 11 | 7 | | | | | 1 | | 1 | | 2 | | 4 | 36.4 | 4.3 |
| 40-44 | 11 | 6 | | | 1 | 1 | 1 | | | | 2 | | 5 | 45.5 | 5.4 |
| 45-49 | 9 | 2 | | | 1 | | | | 5 | | 1 | | 7 | 77.8 | 7.6 |
| 50-54 | 5 | 2 | | | | | | | 1 | | 2 | | 3 | 60.0 | 3.3 |
| 55-59 | 7 | 3 | | | | | | | 4 | | | | 4 | 57.1 | 4.3 |
| 60-64 | 8 | 3 | | | 1 | 1 | | | 3 | | | | 5 | 62.5 | 5.4 |
| 65-up | 17 | 10 | | | 2 | | 1 | | 4 | | | | 7 | 41.1 | 7.6 |
| TOTAL | 157 | 65 | 7 | | 11 | | 17 | | 42 | | 15 | | 92 | 58.6 | 100.0 |

M = Male
F = Female

TABLE 4
DRIVER FATALITIES
by
Blood Alcohol Concentration and Time

| TIME | TOTAL TESTED | TOTAL NEGATIVE | BLOOD ALCOHOL CONCENTRATION (PERCENT) | | | | | | | | | | TOTAL POSITIVE | PERCENT OF GROUP TESTING POSITIVE | PERCENT OF ALL POSITIVE CASES |
|----------|-----------------|-------------------|---------------------------------------|---|---------------|---|---------------|---|---------------|---|---------------|---|-------------------|---|-------------------------------------|
| | | | .010- .049 | | .050- .099 | | .100- .149 | | .150- .249 | | .250- over | | | | |
| | | | M | F | M | F | M | F | M | F | M | F | | | |
| Mid-3am | 39 | 5 | 1 | | 2 | 2 | 8 | 2 | 14 | | 4 | 1 | 34 | 87.3 | 36.8 |
| 3am-6am | 10 | 2 | | | | | 2 | | 4 | | 2 | | 8 | 80.0 | 8.7 |
| 6am-9am | 18 | 15 | | | | | | | 2 | | 1 | | 3 | 16.7 | 3.3 |
| 9am-Noon | 9 | 7 | | | | | | | 1 | | 1 | | 2 | 22.2 | 2.2 |
| Noon-3pm | 15 | 11 | | | 1 | | | | 1 | | 2 | | 4 | 26.6 | 4.3 |
| 3pm-6pm | 25 | 14 | 2 | | 1 | | 1 | | 7 | | | | 11 | 44.0 | 12.0 |
| 6pm-9pm | 16 | 8 | | | 1 | | | | 4 | | 2 | 1 | 8 | 50.0 | 8.7 |
| 9pm-Mid | 23 | 3 | 3 | 1 | 2 | 1 | 4 | | 9 | | | | 20 | 87.0 | 21.8 |
| Unknown | 2 | 0 | | | 1* | | | | | | 1* | | 2 | 100.0 | 2.2 |
| TOTAL | 157 | 65 | 7 | | 11 | | 17 | | 42 | | 15 | | 92 | 58.6 | 100.0 |

M = Male
F = Female

● On days between 9 p.m. and 6 a.m., 72 fatally injured drivers were tested for alcohol and 62 tested positive -- 86 percent. From 6 a.m. to 9 p.m., 85 fatally injured drivers were tested and 30 tested alcohol positive -- 35 percent.

*Unknown sex

TABLE 5
DRIVER FATALITIES
by
Blood Alcohol Concentration and Month

| MONTH | TOTAL TESTED | TOTAL NEGATIVE | BLOOD ALCOHOL CONCENTRATION (PERCENT) | | | | | | | | | | TOTAL POSITIVE | PERCENT OF GROUP TESTING POSITIVE | PERCENT OF ALL POSITIVE CASES | |
|-----------|-----------------|-------------------|---------------------------------------|---|-------|---|-------|----|-------|----|-------|----|-------------------|---|-------------------------------------|-------|
| | | | .010- | | .050- | | .100- | | .150- | | .250- | | | | | |
| | | | .049 | | .099 | | .149 | | .249 | | over | | | | | |
| | | | M | F | M | F | M | F | M | F | M | F | | | | |
| January | 8 | 5 | | | 1 | 1 | | | | 1 | | | 3 | 37.5 | 3.3 | |
| February | 9 | 3 | | | 1 | | | 2 | | 2 | | 1 | 6 | 66.7 | 6.5 | |
| March | 13 | 6 | | | 1 | 1 | | | | 3 | | 2 | 7 | 53.8 | 7.6 | |
| April | 15 | 4 | 2 | | | | | 1 | | 5 | | 2 | 1 | 11 | 73.5 | 12.0 |
| May | 11 | 5 | | | | | | 1 | | 4 | | 1 | | 6 | 54.5 | 6.5 |
| June | 10 | 7 | | | | | | 1 | 1 | | | 1 | | 3 | 30.0 | 3.3 |
| July | 21 | 8 | 2 | | 1 | | | 3 | | 6 | | 1 | | 13 | 62.0 | 14.1 |
| August | 16 | 7 | | | 1 | | | 1 | | 5 | | 2 | | 9 | 56.3 | 9.8 |
| September | 17 | 7 | | | 2 | | | 3 | | 4 | | 1 | | 10 | 58.8 | 10.9 |
| October | 19 | 7 | 1 | 1 | | 1 | | 2 | | 6 | | | 1 | 12 | 63.2 | 13.0 |
| November | 12 | 4 | | | | | | 1 | | 5 | | 2 | | 8 | 66.7 | 8.7 |
| December | 6 | 2 | 1 | | 1 | | | | 1 | 1 | | | | 4 | 66.7 | 4.3 |
| TOTAL | 157 | 65 | 7 | | 11 | | | 17 | | 42 | | 15 | | 92 | 58.6 | 100.0 |

M = Male

F = Female

TABLE 6
DRIVER FATALITIES
by
Blood Alcohol Concentration and Road Classification

| ROAD CLASS | TOTAL TESTED | TOTAL NEGATIVE | BLOOD ALCOHOL CONCENTRATION (PERCENT) | | | | | | | | | | | | TOTAL POSITIVE | PERCENT OF GROUP TESTING POSITIVE | PERCENT OF ALL POSITIVE CASES |
|------------------|-----------------|-------------------|---------------------------------------|---|-------|---|-------|---|-------|---|-------|----|---|----|-------------------|---|-------------------------------------|
| | | | .010- | | .050- | | .100- | | .150- | | .250- | | | | | | |
| | | | .049 | | .099 | | .149 | | .249 | | over | | | | | | |
| | | | M | F | M | F | M | F | M | F | M | F | | | | | |
| INTERSTATE-rural | 1 | 0 | | | | | | | 1 | | | | | 1 | 100.0 | 1.1 | |
| INTERSTATE-urban | 5 | 1 | 1 | | 1 | | | | | | | 1 | 1 | 4 | 80.0 | 4.3 | |
| TRUNK HWY-rural | 63 | 27 | 3 | | 2 | 2 | 9 | 1 | 16 | | | 3 | | 36 | 57.1 | 39.2 | |
| TRUNK HWY-urban | 25 | 10 | | 1 | | | 1 | | 10 | | | 2 | 1 | 15 | 60.0 | 16.3 | |
| COUNTY ROAD | 40 | 18 | 2 | | 2 | 1 | 4 | | 9 | | | 4 | | 22 | 55.0 | 23.8 | |
| CITY STREET | 17 | 6 | | | 2 | | | 1 | 6 | | | 2 | | 11 | 64.7 | 12.0 | |
| TOWNSHIP ROAD | 6 | 3 | | | 1 | | 1 | | | | | 1 | | 3 | 50.0 | 3.3 | |
| UNKNOWN | 0 | 0 | | | | | | | | | | | | 0 | 0.0 | 0.0 | |
| TOTAL | 157 | 65 | 7 | | 11 | | 17 | | 42 | | | 15 | | 92 | 58.6 | 100.0 | |

M = Male

F = Female

● Rural trunk highways was the highest category in number of people testing alcohol positive, but urban trunk highways had a greater percentage of people testing positive.

TABLE 7

DWI CONVICTIONS

| | |
|-----------|-------|
| 1971..... | 9,687 |
| 1970..... | 8,634 |
| 1969..... | 8,471 |
| 1968..... | 7,431 |
| 1967..... | 5,977 |
| 1966..... | 5,792 |
| 1965..... | 6,133 |
| 1964..... | 6,307 |

TABLE 8

REVOCATIONS UNDER
THE IMPLIED CONSENT LAW*

| | |
|-----------|-----|
| 1971..... | 423 |
| 1970..... | 855 |
| 1969..... | 691 |
| 1968..... | 166 |
| 1967..... | 22 |
| 1966..... | 22 |
| 1965..... | 25 |
| 1964..... | 17 |

*The decrease in revocations under the implied consent law is a result of a Minnesota Supreme Court ruling handed down on March 12, 1971. It decreed that a driver who refuses to take a chemical test cannot have his license revoked under the implied consent law if he pleads guilty to driving under the influence.

TABLE 9

REPEAT DWI CONVICTIONS

| | <u>1966</u> | <u>1967</u> | <u>1968</u> | <u>1969</u> | <u>1970</u> | <u>1971</u> |
|----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Second offense | 851 | 708 | 983 | 1,162 | 1,316 | 1,454 |
| Third offense | 197 | 200 | 228 | 276 | 351 | 370 |
| Fourth offense | 44 | 34 | 48 | 41 | 64 | 57 |
| Fifth offense | 11 | 7 | 7 | 10 | 22 | 23 |
| Sixth offense | 3 | 2 | 4 | 3 | 3 | 6 |
| Seventh offense | 0 | 0 | 0 | 0 | 3 | 1 |
| Eighth offense | 2 | 0 | 0 | 0 | 1 | 2 |
| Ninth offense | 2 | 1 | 0 | 0 | 0 | 1 |
| Tenth offense | 0 | 0 | 0 | 0 | 0 | 1 |
| Total repeat convictions | 1,110 | 952 | 1,270 | 1,492 | 1,760 | 1,915 |
| Total DWI convictions | 5,792 | 5,977 | 7,431 | 8,471 | 8,634 | 9,687 |
| Percent repeat convictions | 19.2 | 15.9 | 17.1 | 17.6 | 20.4 | 19.8 |

TABLE 10

HIGHWAY PATROL DWI ARRESTS AND CONVICTIONS

| <u>YEAR</u> | <u>NUMBER ARRESTS</u> | <u>NUMBER CONVICTIONS</u> | <u>PERCENT CONVICTIONS</u> |
|-------------|---------------------------|-------------------------------|--------------------------------|
| 1971 | 2,410 | 1,954 | 81.1 |
| 1970 | 1,860 | 1,510 | 81.2 |
| 1969 | 1,640 | 1,404 | 85.6 |
| 1968 | 1,535 | 1,342 | 87.4 |
| 1967 | 1,384 | 1,242 | 89.7 |
| 1966 | 1,225 | 1,164 | 95.0 |
| 1965 | 1,268 | 1,184 | 93.4 |
| 1964 | 1,270 | 1,211 | 95.4 |

TABLE 11

BLOOD ALCOHOL LEVELS IN DWI ARRESTS

| <u>Alcohol Level (percent)</u> | <u>1969</u> | <u>1970</u> | <u>1971</u> |
|------------------------------------|-------------|-------------|-------------|
| Negative (.000-.009) | 137 | 251 | 166 |
| .010-.049 | 114 | 86 | 52 |
| .050-.099 | 178 | 176 | 229 |
| .100-.149 | 559 | 612 | 469 |
| .150-.199 | 1,154 | 1,343 | 1,653 |
| .200-.249 | 878 | 905 | 1,063 |
| .250-.299 | 327 | 293 | 570 |
| .300-.349 | 52 | 54 | 74 |
| .350-.399 | 10 | 12 | 27 |
| TOTAL | 3,409 | 3,632 | 4,301 |

(Data obtained from Bureau of Criminal Apprehension laboratory and refer to analysis of specimens submitted by local and state police agencies)

TABLE 12

DRINKING PEDESTRIAN FACTS

| <u>1968</u> | <u>%</u> | <u>1969</u> | <u>%</u> | <u>1970</u> | <u>%</u> | <u>1971</u> | <u>%</u> | |
|-------------|----------|-------------|----------|-------------|----------|-------------|----------|--|
| 122 | | 114 | | 149 | | 157 | | pedestrians were killed in motor vehicle crashes* |
| 46 | 37.7% | 34 | 29.8% | 41 | 27.5% | 26 | 16.6% | fatally injured pedestrians were tested for alcohol content (percent of all pedestrians killed) |
| 11 | 23.9% | 17 | 50.0% | 20 | 48.7% | 16 | 61.7% | of those tested had alcohol in their system (called positive cases) |
| 10 | 91.0% | 15 | 88.1% | 14 | 70.0% | 13 | 81.2% | of the positive cases were at or above the 0.10% level of intoxication |
| 4 | 36.4% | 2 | 11.8% | 3 | 15.0% | 9 | 56.2% | of the positive cases were 65 or older |

*Includes pedestrians killed in crashes in which striking the pedestrian was the second event.

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TABLE 13

PEDESTRIAN FATALITIES
by
Blood Alcohol Concentration and Age

| | | | BLOOD ALCOHOL CONCENTRATION (PERCENT) | | | | | | | | | | | | |
|-------|--------|----------|---------------------------------------|---|---------------|---|---------------|---|---------------|---|---------------|---|----------|---------------------------|-----------------------|
| | TOTAL | TOTAL | .010- .049 | | .050- .099 | | .100- .149 | | .150- .249 | | .250- over | | TOTAL | PERCENT OF | PERCENT OF |
| AGE | TESTED | NEGATIVE | M | F | M | F | M | F | M | F | M | F | POSITIVE | GROUP TESTING POSITIVE | ALL POSITIVE CASES |
| 0-20 | 4 | 2 | | | | | | | 1 | 1 | | | 2 | 50.0 | 12.5 |
| 21-24 | 0 | 0 | | | | | | | | | | | 0 | 0.0 | 0.0 |
| 25-29 | 1 | 1 | | | | | | | | | | | 0 | 0.0 | 0.0 |
| 30-34 | 1 | 1 | | | | | | | | | | | 0 | 0.0 | 0.0 |
| 35-39 | 0 | 0 | | | | | | | | | | | 0 | 0.0 | 0.0 |
| 40-44 | 1 | 0 | | | | | | | 1 | | | | 1 | 100.0 | 6.2 |
| 45-49 | 3 | 1 | | | 1 | | | | | | 1 | | 2 | 66.7 | 12.5 |
| 50-54 | 1 | 1 | | | | | | | | | | | 0 | 0.0 | 0.0 |
| 55-59 | 1 | 1 | | | | | | | | | | | 0 | 0.0 | 0.0 |
| 60-64 | 2 | 0 | | | | | | | 1 | | 1 | | 2 | 100.0 | 12.5 |
| 65-up | 12 | 3 | | | 2 | | 2 | 1 | 2 | | 2 | | 9 | 75.0 | 56.3 |
| TOTAL | 26 | 10 | 0 | | 3 | | 3 | | 6 | | 4 | | 16 | 61.5 | 100.0 |

M = Male

F = Female

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