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**Facts on  
MOTOR  
VEHICLE  
CRASHES  
in  
MINNESOTA  
during  
1972**

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MINNESOTA DEPARTMENT OF

**PUBLIC SAFETY**

Highway Building, St. Paul, 55155

**Facts on  
MOTOR  
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CRASHES  
in  
MINNESOTA  
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1972**

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STATE OF MINNESOTA

Highway Safety and Research Section  
210 State Highway Building  
St. Paul, Minnesota 55155  
September 1973

# Introduction

This report has been prepared by the Minnesota Department of Public Safety in accordance with Minnesota Statutes, Section 169.10, for the year 1972. The information is derived principally from reports submitted by drivers and police agencies on crashes involving death, personal injury or property damage of \$100 or more.

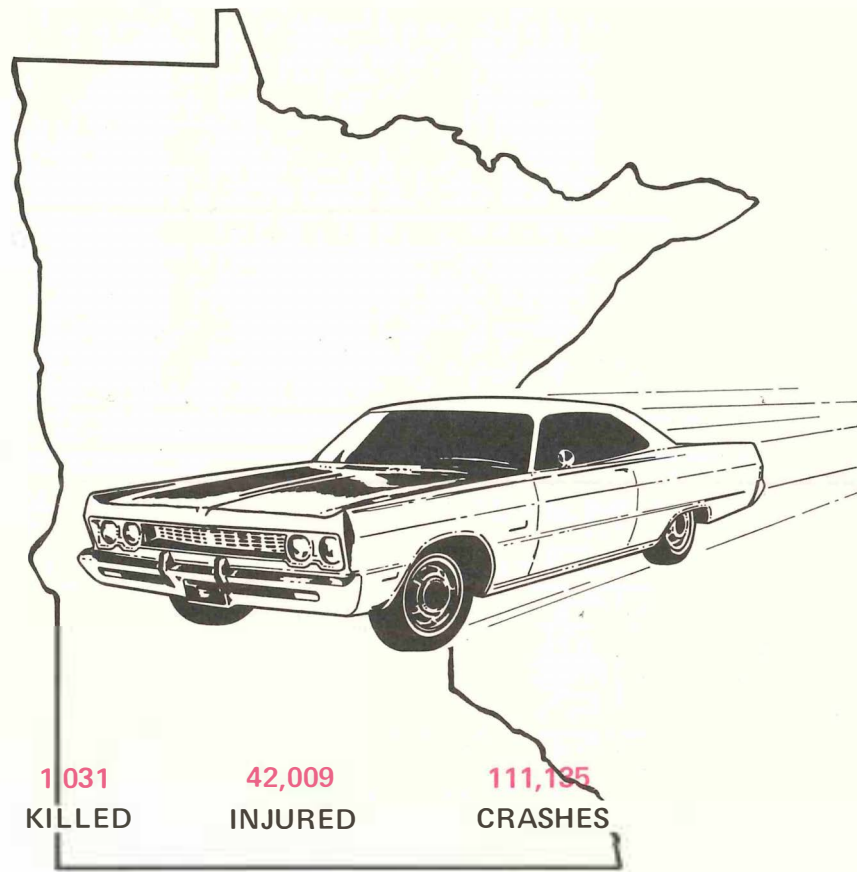
Selected highway crash data are presented to determine trends, to point out problem areas and to establish the dominant characteristics of motor vehicle crashes in Minnesota so that appropriate countermeasures can be implemented.

In 1972, 1,031 people were killed and 42,009 injured in 111,135 crashes throughout the state. Almost 2.4 million vehicles traveled 24.9 billion miles on 128,064 miles of roadway. Approximately 2.15 million Minnesota citizens had a license to drive last year.

In addition to death and injury, the economic loss due to traffic crashes in our state in 1972 has been set at \$329,655,132. This is the actual out-of-pocket economic cost paid to insurance companies for automobile insurance by Minnesota drivers in 1972.

This report is divided into nine parts, the first examining the vehicles, drivers and crashes, the others reviewing pedestrians, alcohol involvement, and selected types of motor vehicle crashes. The main body has been changed this year to include graphical charts as well as data tables. It is hoped that this will enable the reader to more clearly understand and analyze the trends present in the crash picture for the State of Minnesota through 1972.

## PERSONAL LOSS



## ESTIMATED COST

ECONOMIC LOSS: \$329,655,132





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## PART 1.

# Crash Facts Summary

### Trends by Year, Month, Day, and Hour

The year 1972 continued the trend of increases in licensed drivers, registered vehicles and vehicle miles traveled. These increases made for a greater density of vehicles on our state highways which contributed to the increase in traffic crashes.

The number of vehicle miles traveled is perhaps the most important factor to consider when looking at the record. In 1972, each licensed driver traveled an average of 11,581 miles. There was one crash for every 224,051 vehicle miles traveled and one fatality for every 24,151,309 vehicle miles.

The short-term trends point toward more drivers driving more miles and being involved in more crashes. However, less of these crashes are fatal. Traffic injuries, although increasing, are doing so at a slower rate -- up only 17 percent over an 11-year low of 35,760 injuries in 1969. The long-term trends shown by the graphs tend to depict the recent three years in a very favorable light as far as crashes and fatalities are concerned.

Breaking down the year by month, the summer and fall months tend to contribute approximately 75 percent of all fatal accidents. In the five months from June through October, 580 people were killed -- more than half of the total killed for the entire year. An average of nearly four people per day were killed on Minnesota roadways over that period.

Friday, Saturday and Monday were the worst days of the week for traffic crashes. Fridays and Saturdays accounted for 35 percent of all crashes. In terms of fatal crashes, the weekend proved to be even worse. Friday (beginning at 6 p.m.), Saturday and Sunday contributed approximately 60 percent of all fatal crashes. To the person on the road anytime from Friday night through Sunday, this meant a 30 percent increase in the chances of being involved in a fatal accident.

When all crashes are broken down by hour of day, the 3 to 6 p.m. "rush hour" showed the peak number of crashes. Looking at just fatal crashes, a different pattern appeared with approximately 20 percent of all fatal crashes occurring within the three-hour time period from 11 p.m. through 2 a.m.



Looking at the graphs showing yearly comparisons of crashes and fatal crashes broken down by month, day, and hour, it becomes obvious that the aforementioned patterns appear every year with little, if any, variation.

## Types of Crashes

Breaking down the 1972 motor vehicle crashes by type shows that three types of crashes made up 91 percent of the total. Crashes between two "motor vehicles in traffic", crashes with "parked cars" and "rollovers" were the three most often occurring types, with crashes involving two vehicles in traffic contributing 70 percent of the total.

Although less likely to happen than any other type, crashes involving railroad trains and motor vehicles were fatal more often than any of the others. Out of 322 crashes in 1972, 31 of them (or about 10 percent) were fatal.

Pedestrians were involved in 1,941 crashes with motor vehicles in 1972. Interestingly enough, only 7 percent of these resulted in fatalities, but 92 percent of the crashes resulted in some type of injury. Thus, although not as likely to be fatal as were train crashes, pedestrian-involved crashes afforded by far the greatest chance for personal injury.

## Drivers Involved in Crashes

In 1972 there were 194,825 drivers involved in crashes. Of that group, 71.3 percent were males and 28.7 percent were females. This is a change from the comparison year of 1962, indicating possibly that more females were on the roadways driving more miles in 1972 than in 1962.

Although males made up the greater portion of all drivers in crashes, there proved to be little difference between the sexes in terms of degree of severity of crash. Less than 1 percent of both groups were involved in fatals, about 24 percent were involved in personal injury crashes and the remaining 75 percent of both groups were involved in property damage crashes.

Looking at the ages of all licensed drivers and comparing them with the ages of the driver population involved in crashes shows a very disproportionate pattern. The age group 29 and under comprised 38.3 percent of the licensed driver population but made up 45.4 percent of the drivers in all crashes and almost 50 percent of the drivers in fatal crashes.

## **Motor Vehicles in Crashes**

There were 2,388,564 registered vehicles in Minnesota in 1972. Of these, 215,067 were involved in a crash of some type. Passenger cars made up 75.6 percent of the registered vehicles and accounted for 82.5 percent of all vehicles involved in crashes. Trucks accounted for about 20 percent of the registered vehicles but comprised only about one-tenth of the total crash vehicles. Snowmobiles tended to show up as the most hazardous vehicle of travel if involved in a crash. Out of the 145 snowmobiles involved in crashes last year, a rider was fatally injured on 13 percent of them. The next highest incidence of fatal crashes occurred with the truck and semi type vehicles; 2.3 percent of those involved in a crash resulted in a fatality.

## **Vehicle Movements in Crashes**

In two-vehicle movements, the most often occurring as well as the most fatal intersection type crash was that involving two vehicles entering an intersection at right angles. Forty-six percent of all intersection crashes were of this type, with about 1 percent being fatal.

In two-vehicle non-intersection type crashes, the most frequently occurring incident involved a moving vehicle colliding with a parked unit. About one-third of all two-vehicle non-intersection crashes were of this type.

Although not the most frequently occurring, the head-on type crash between two motor vehicles moving in opposite direction had by far the greatest chance for fatality. Individuals involved in this type crash had slightly better than a 6 percent chance for fatality. In the other six types of two-vehicle non-intersection crashes, the chances for fatality were less than 1 percent.

## **Roadway Mileage and Crashes**

In 1972, Minnesota had 128,064 miles of roadway. With crashes amounting to 111,135 incidents, there was very nearly one crash for every mile of roadway.

Local roads, including municipal streets, municipal state aid streets and township roads, made up better than 50 percent of this road mileage. These systems accounted for one-third of all crashes and about 12 percent of all fatal crashes.

The trunk highway system seemed to be the most dangerous to travel on. It made up roughly 9 percent of the total road mileage but contributed 40 percent of all crashes and 53 percent of all fatal crashes. It should be pointed out that although making up a small portion of the total road mileage in the state, the trunk highway system is perhaps the most heavily used in terms of vehicle miles. In 1970 and 1971, this system alone accounted for better than 40 percent of all vehicle miles traveled.

## **Urban and Rural Configuration**

The combined metropolitan areas of Minneapolis, St. Paul and Bloomington accounted for 34 percent of all crashes. This is in keeping with the fact that 75 percent of all crashes occurred in urban areas. Although accounting for the majority of all crashes, urban areas accounted for only 30 percent of all fatal crashes, thus giving rural areas a quite large proportion of the fatalities.

## **Road Conditions and Weather Factors**

The majority of all crashes occurred on clear, dry days with more than 70 percent of all fatal crashes having happened under ideal driving circumstances in terms of weather and road conditions.

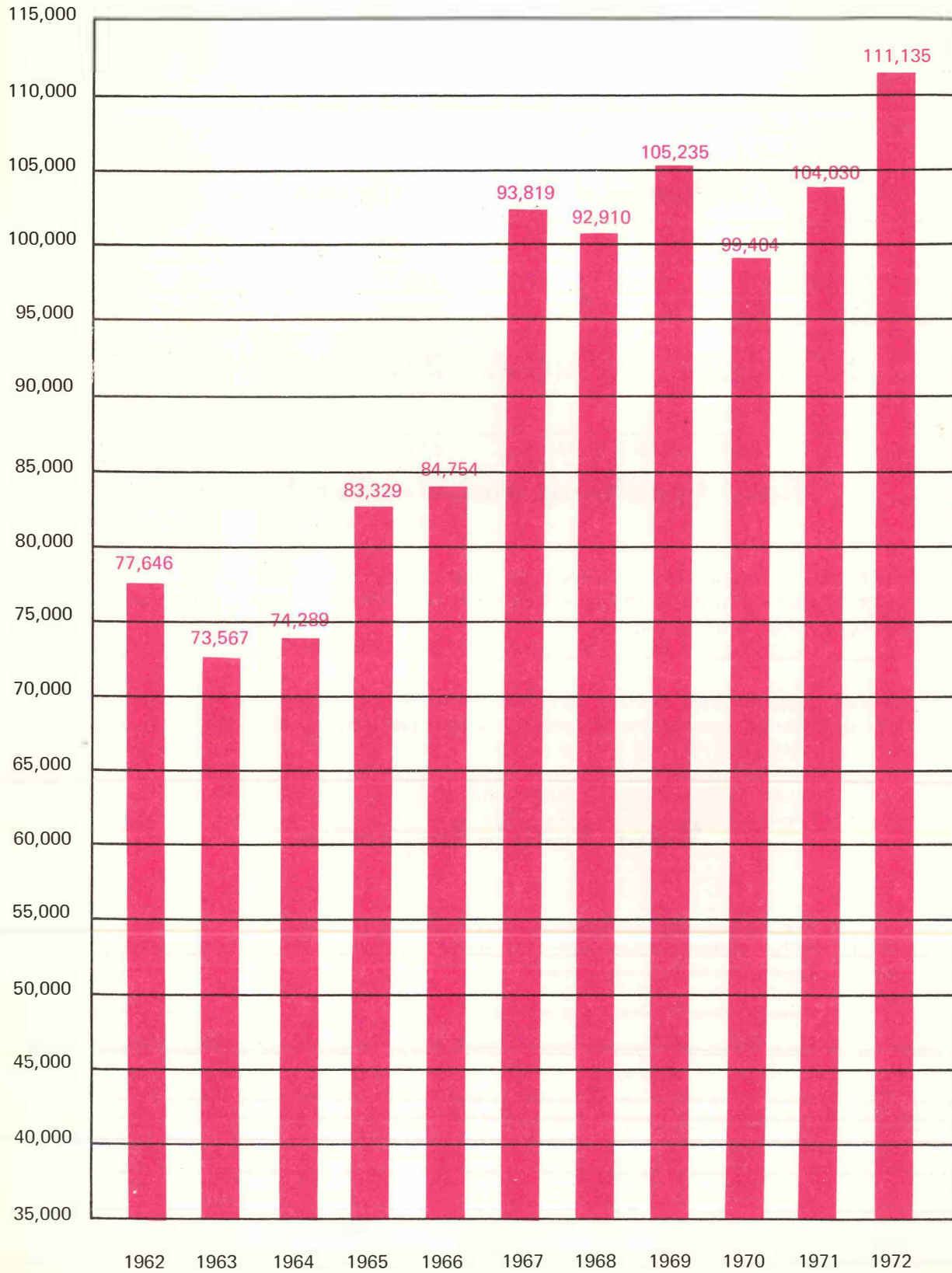
Fatal crashes were fairly evenly divided between the hours of daylight and darkness, although 64 percent of all crashes occurred during daylight hours.

## **Motor Vehicle Inspection**

There were 79,959 cars, 18,050 trucks, 8,012 school buses and 194 motorcycles inspected in 1972. Motorcycles had the lowest failure rate, with only 25 percent of the total inspected being rejected.

In terms of totals over the years from 1969-1972, a smaller proportion of all vehicles inspected were rejected in 1972 than in either of the previous three years. This seems to indicate a trend toward more driver interest in the safe maintenance of their vehicles.

### TRAFFIC CRASHES, 1962 - 1972





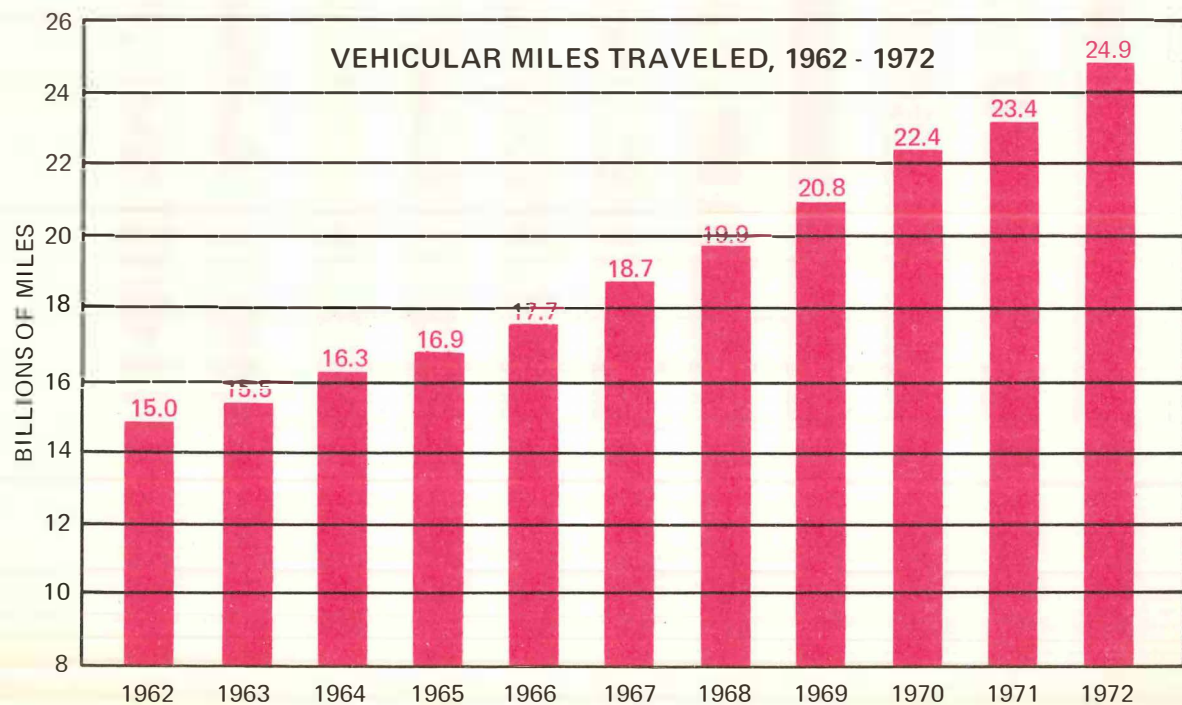
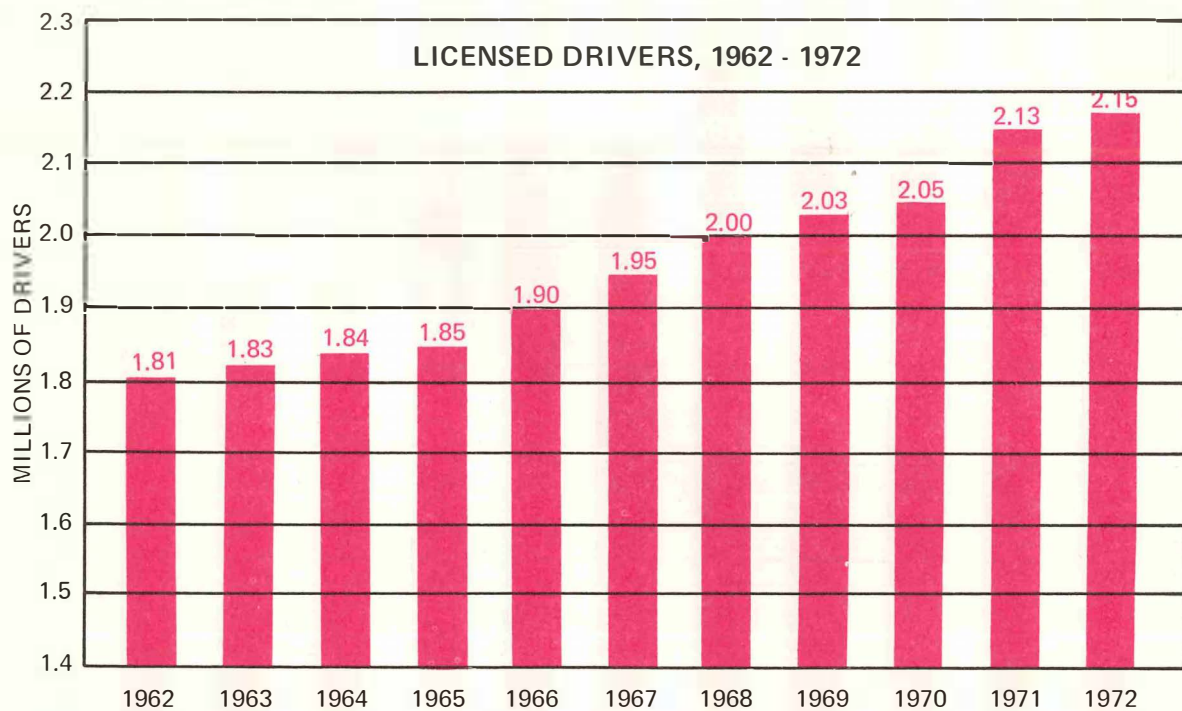
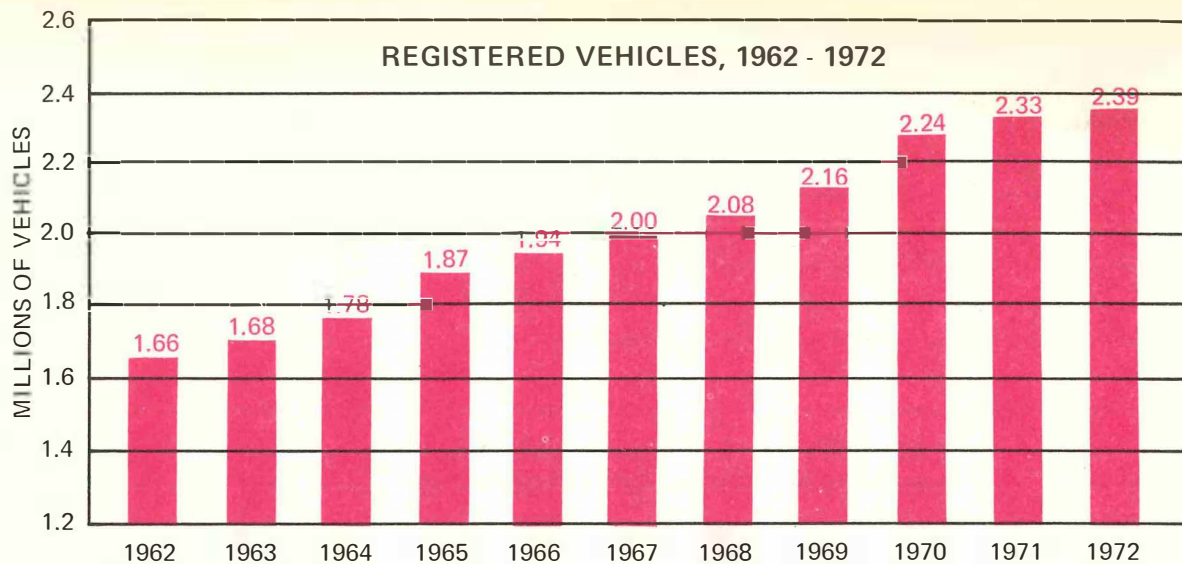
TRAFFIC FATALITIES, 1962 - 1972



### TRAFFIC INJURIES, 1962 - 1972





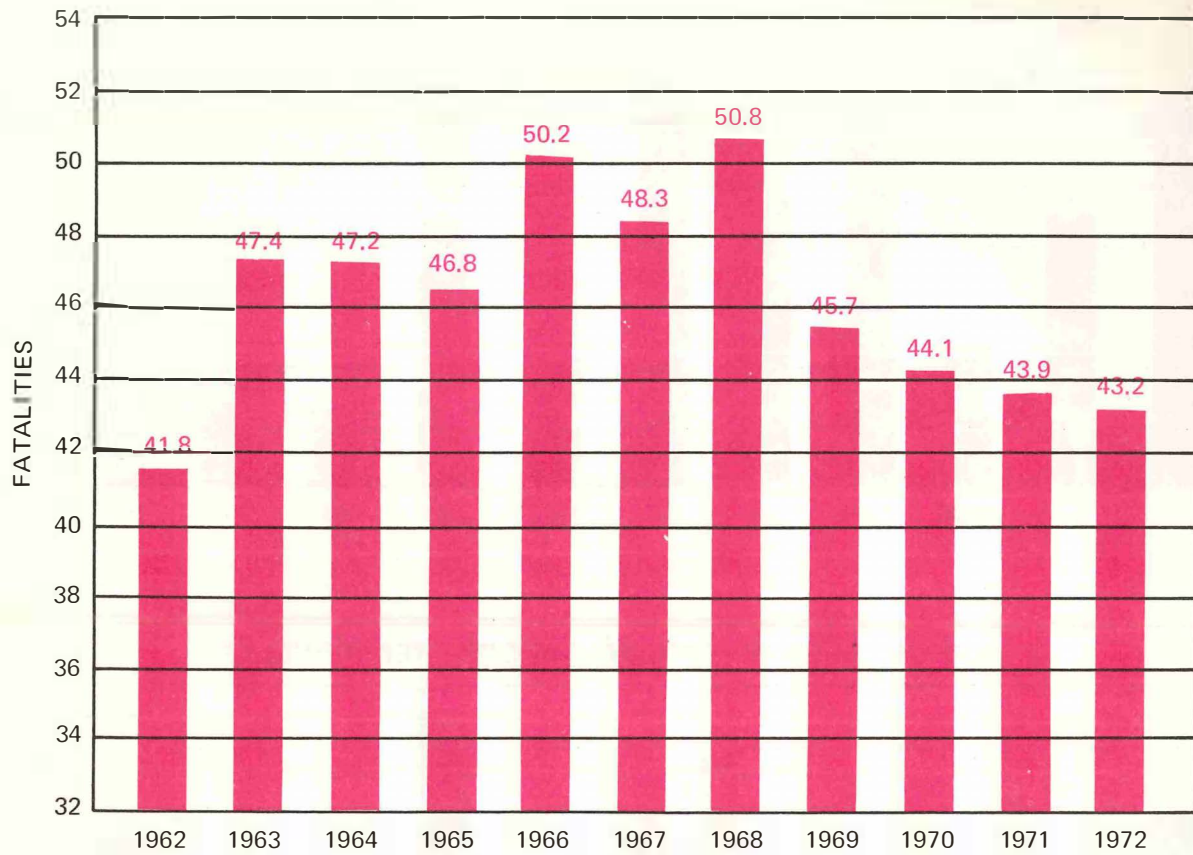


FATALITY RATE PER HUNDRED MILLION  
VEHICLE MILES TRAVELED, 1962 - 1972

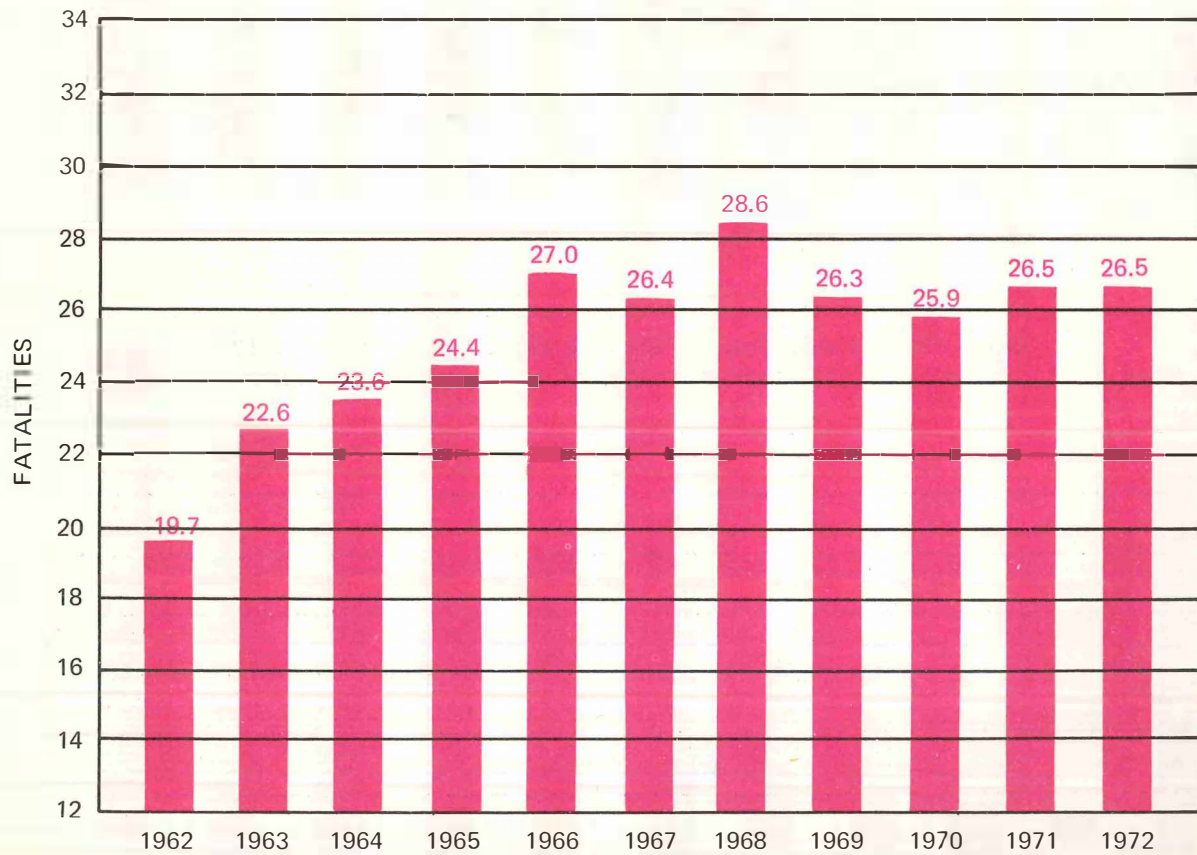


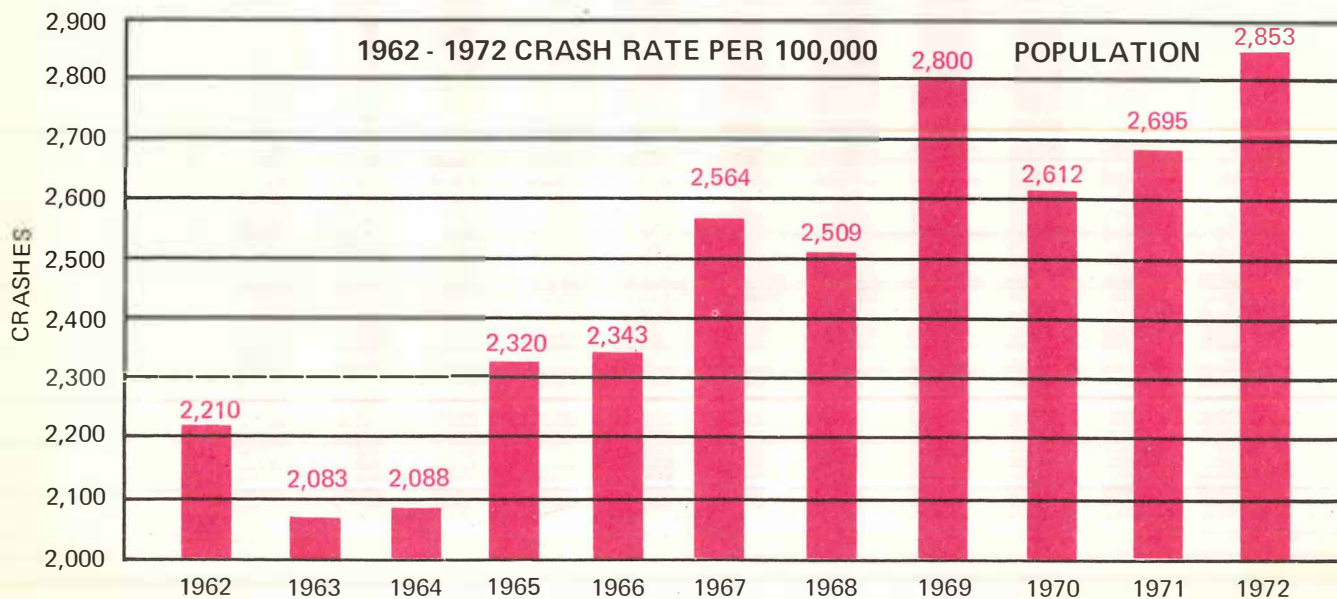
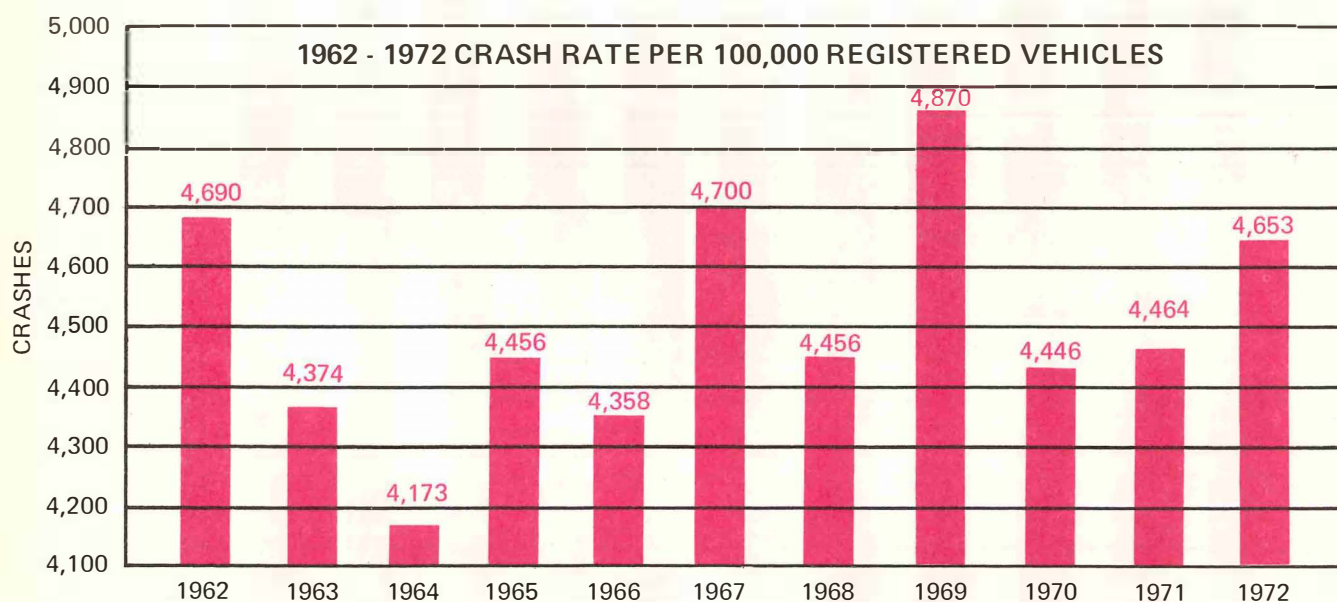
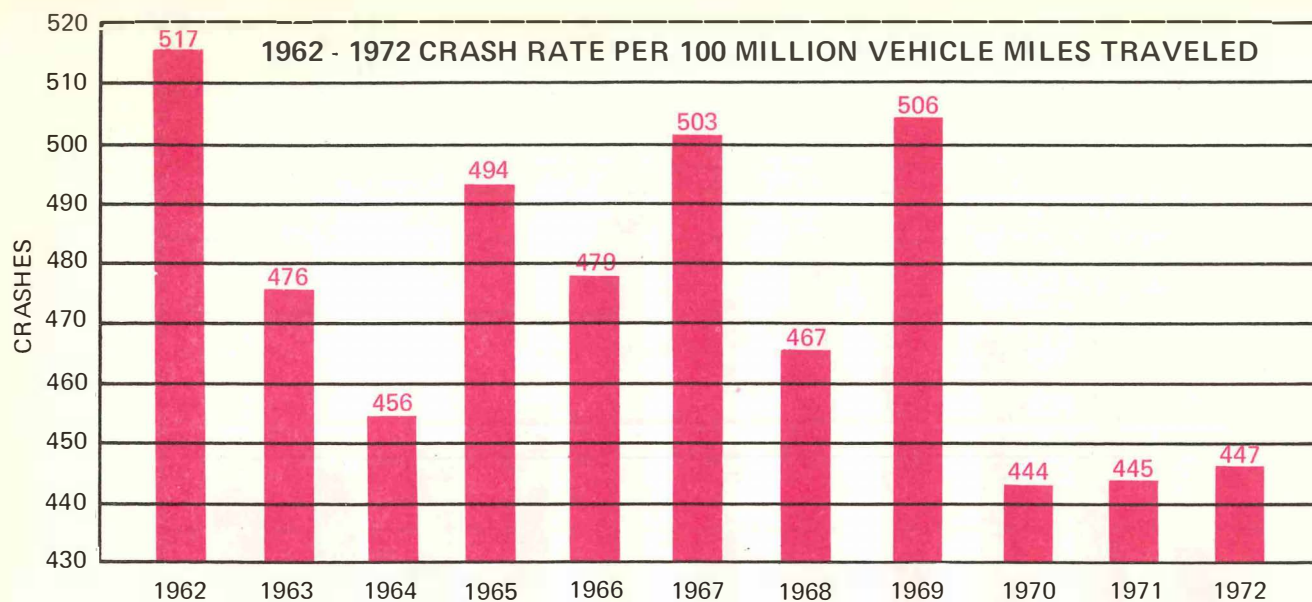


1962 - 1972 FATALITY RATE PER 100,000 REGISTERED VEHICLES



1962 - 1972 FATALITY RATE PER 100,000 POPULATION



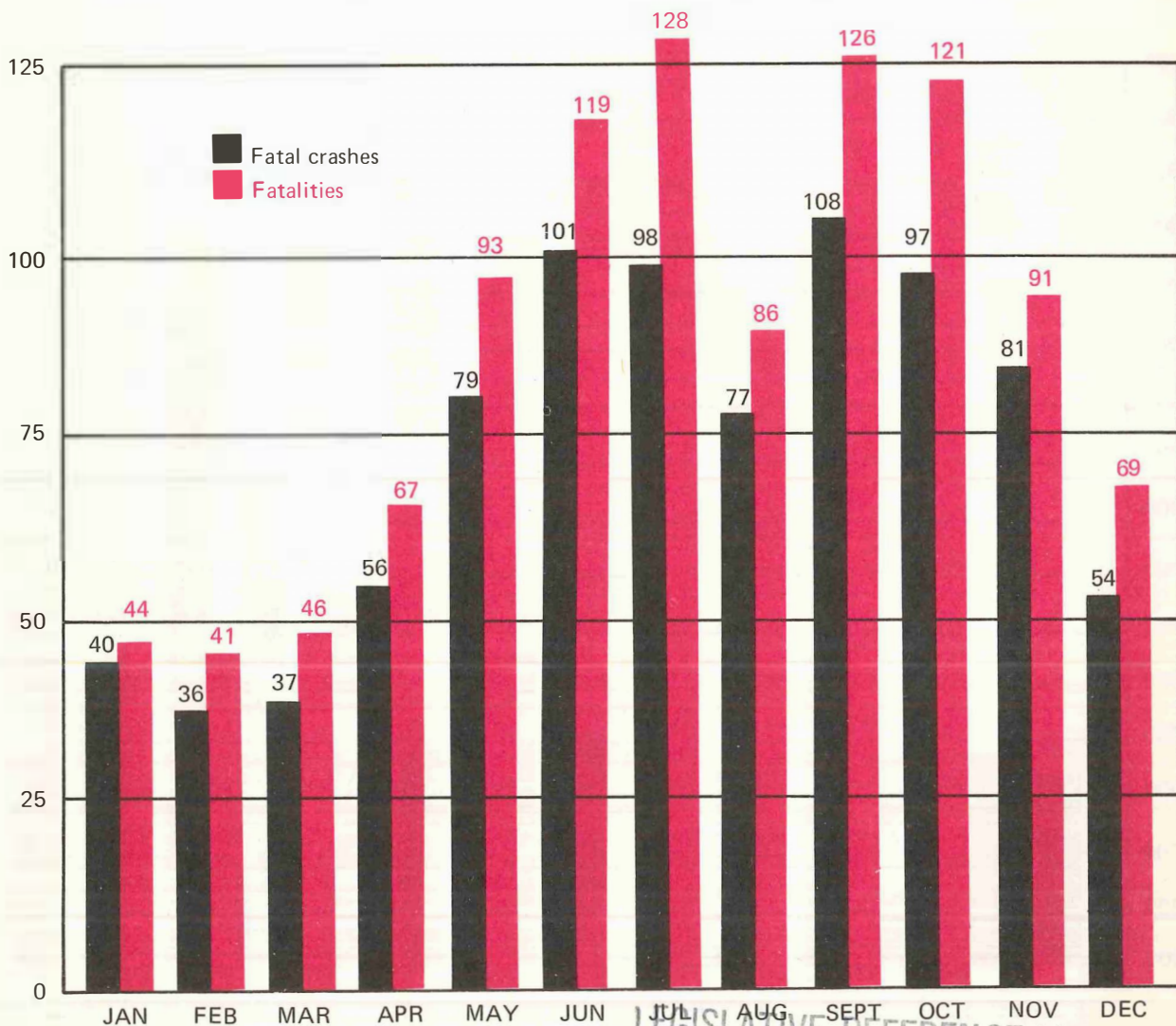


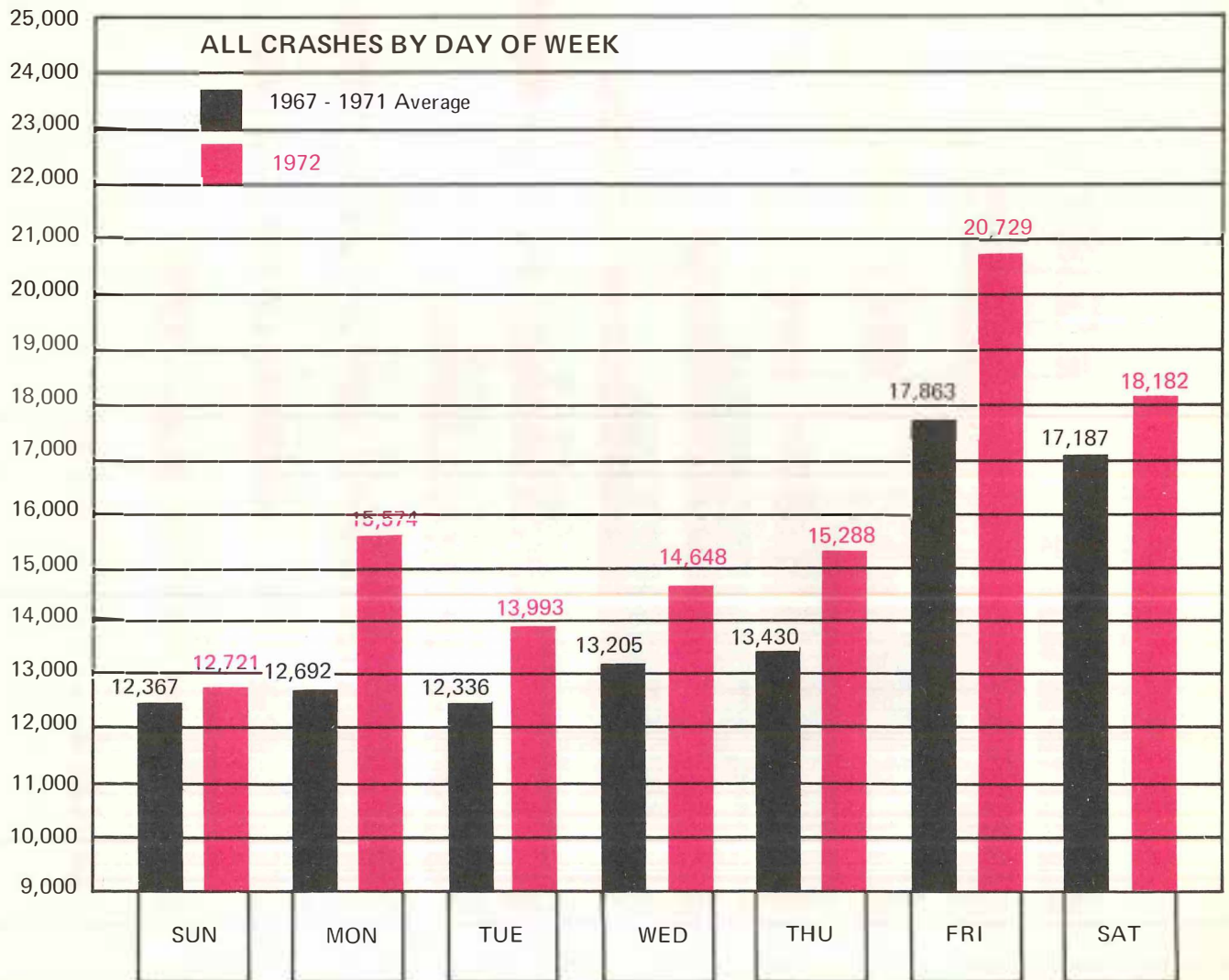
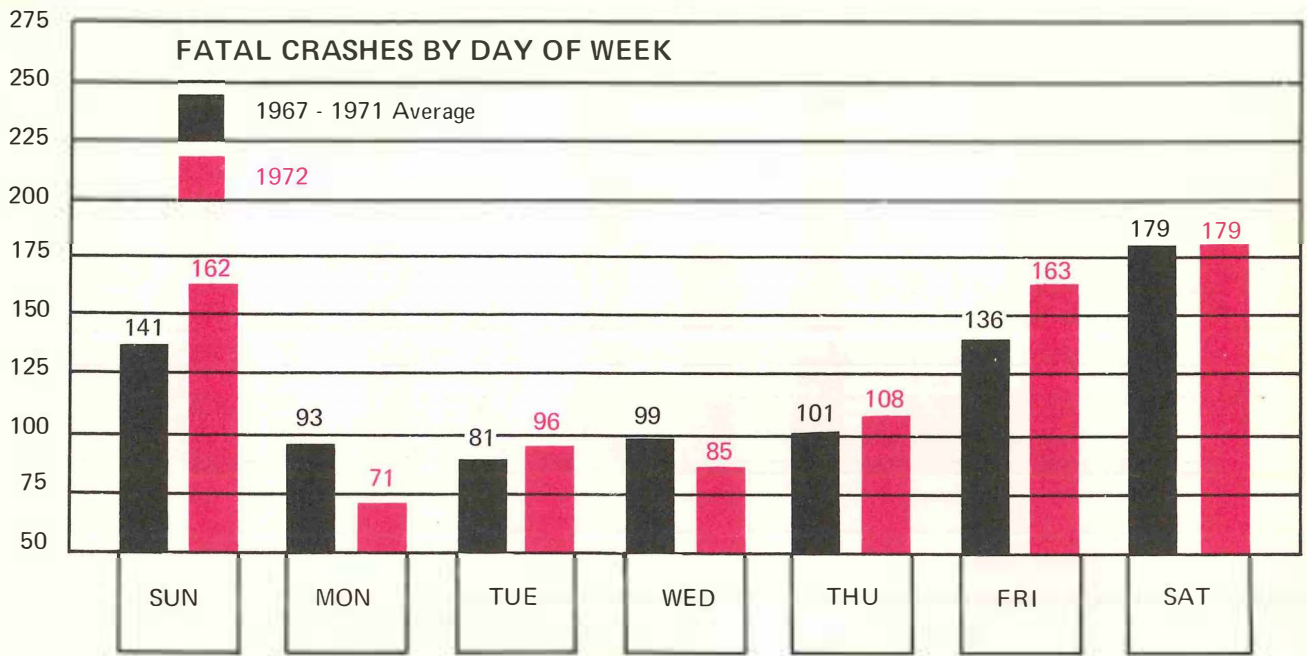


# MINNESOTA TRAFFIC TOLL: 1972 VS. AVERAGE OF 1967 - 1971

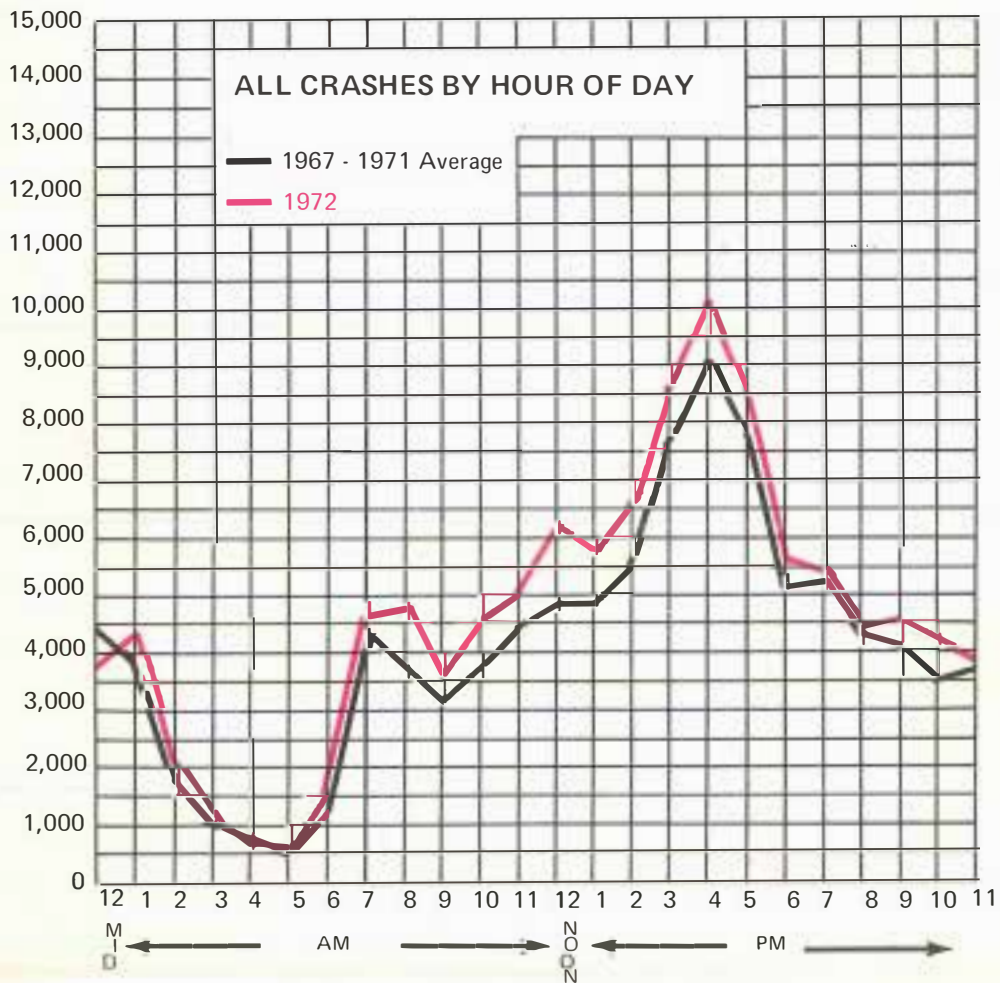
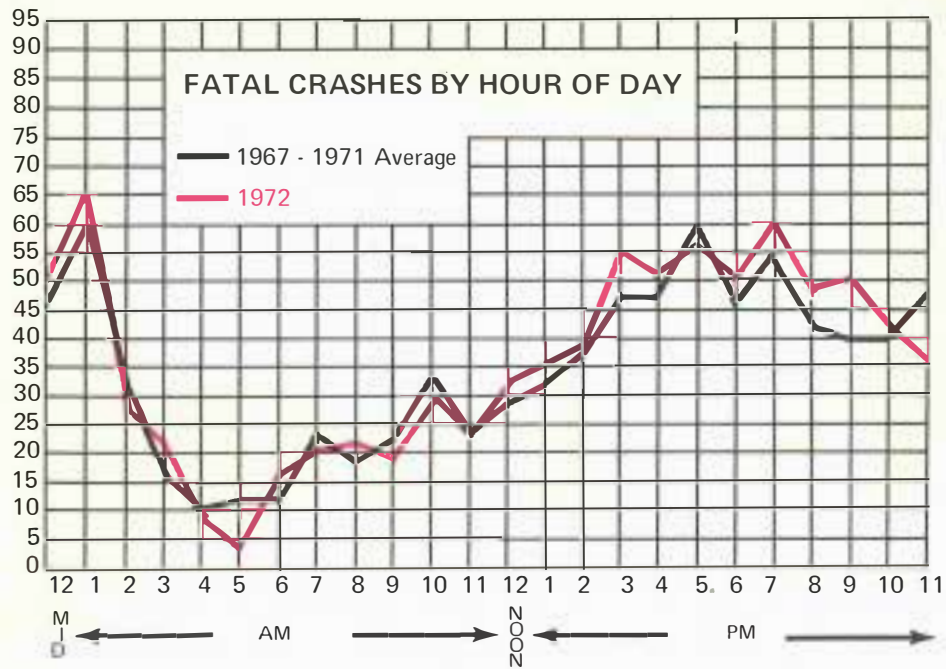
	1967 - 1971 AVERAGE	1972
Deaths	1,005	1,031
Injuries	41,087	42,009
Crashes	99,080	111,135
Registered Motor Vehicles	2,161,571	2,388,564
Licensed Drivers	2,030,000	2,150,000
Vehicle Miles Traveled (Millions)	21,027	24,878
Fatality Rate per 100 Million Vehicle Miles Traveled	4.81	4.14

## 1972 FATAL CRASHES AND FATALITIES BY MONTH














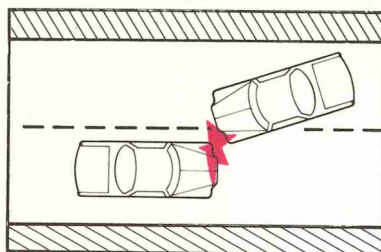
# LOCATION OF CRASHES BY POPULATION, 1972

	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES	KILLED	INJURED
 MINNEAPOLIS (434,400)	19,397	38	3,862	15,497	38	6,040
 ST. PAUL (309,866)	13,008	35	3,045	9,928	40	4,207
 DULUTH (105,578)	2,861	26	539	2,296	28	801
 BLOOMINGTON (81,970)	2,690	7	657	2,026	7	909
25,000 - 50,000	18,223	45	4,621	13,557	49	6,779
10,000 - 25,000	15,618	46	3,837	11,735	49	5,669
2,500 - 10,000	12,243	61	2,684	9,498	67	4,015
 RURAL (Under 2,500)	27,095	606	7,890	18,599	753	13,589

# TYPE OF CRASH

## COLLISION WITH:

### MOTOR VEHICLE IN TRAFFIC

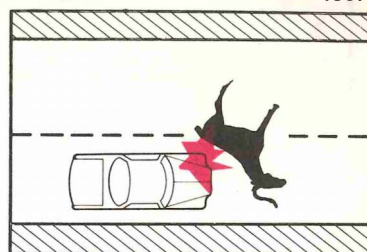


Crashes 69,370  
Killed 501  
Injured 29,004

1972

78,251  
528  
28,653

### ANIMAL



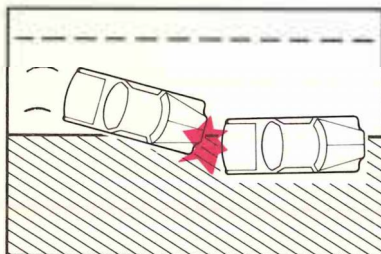
Crashes 1,208  
Killed 2  
Injured 169

Average  
1967-1971

1972

1,663  
1  
223

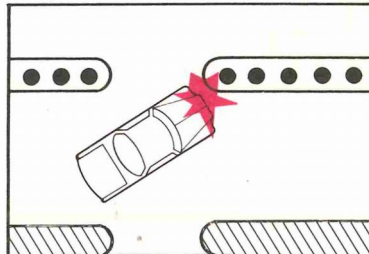
### PARKED MOTOR VEHICLE



Crashes 10,773  
Killed 13  
Injured 1,513

10,790  
12  
1,521

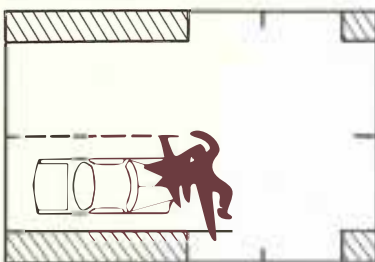
### FIXED OBJECT



Crashes 3,418  
Killed 30  
Injured 1,221

4,509  
57  
1,648

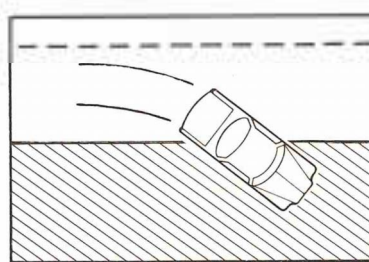
### PEDESTRIAN



Crashes 1,831  
Killed 133  
Injured 1,732

1,941  
134  
1,899

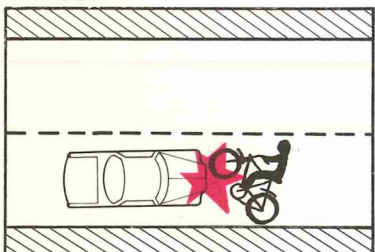
### RAN OFF ROAD



Crashes 10,349  
Killed 241  
Injured 5,961

11,789  
227  
6,410

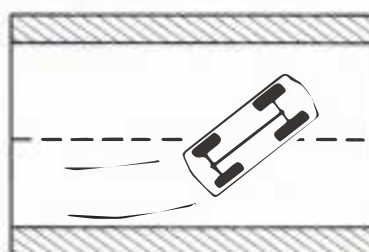
### BICYCLE



Crashes 772  
Killed 19  
Injured 748

1,044  
27  
992

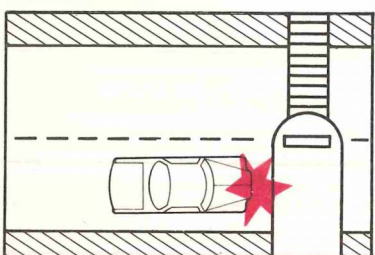
### OVERTURNED ON ROADWAY



Crashes 492  
Killed 9  
Injured 350

455  
4  
341

### TRAIN



Crashes 313  
Killed 49  
Injured 166

322  
36  
178

### OTHER



Crashes 554  
Killed 8  
Injured 223

371  
5  
144

# FATALITIES AND INJURIES BY TYPE OF MOTOR VEHICLE CRASH IN MINNESOTA IN 1972\*

TYPE OF CRASH	NUMBER OF CRASHES				NUMBER OF PERSONS					Fatality Rate Per 1,000 Crashes
	All	Fatal	Personal Injury	Property Damage	Killed	Injured	A	Injury Types** B	C	
Single-vehicle crash:										
Ran off the road	11,789	212	4,412	7,165	227	6,410	3,428	1,819	1,163	19.3
Overturned on the road	455	4	263	188	4	341	175	119	47	8.8
Vehicle collided with:										
Pedestrian	1,941	131	1,777	33	134	1,899	966	440	493	69.0
Motor vehicle in traffic	78,251	396	16,860	60,995	528	28,653	9,166	6,433	13,054	6.7
Parked motor vehicle	10,790	11	1,221	9,558	12	1,521	722	424	375	1.1
Railroad train	322	31	127	164	36	178	115	33	30	111.8
Bicyclist	1,044	26	924	94	27	992	452	378	162	25.9
Animal	1,663	1	172	1,490	1	223	99	70	54	0.6
Fixed Object	4,509	47	1,256	3,206	57	1,648	911	421	316	12.6
Other Object	198	0	47	151	0	61	23	16	22	0.0
Other Non-collision	173	5	76	92	5	83	54	21	8	28.9
TOTALS:	111,135	864	27,135	83,136	1,031	42,009	16,111	10,174	15,724	9.3

\* 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.

\*\* 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



1



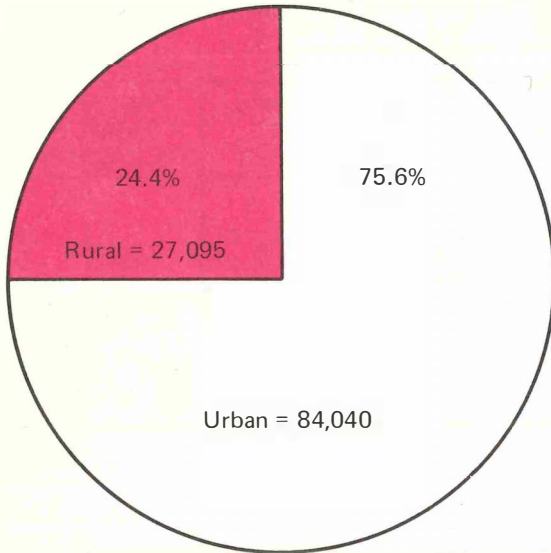
# CRASHES, KILLED, AND INJURED BY COUNTY FOR 1972 AND THE AVERAGE OF 1967 - 1971

COUNTY	ALL CRASHES		KILLED		INJURED		COUNTY	ALL CRASHES		KILLED		INJURED	
	Avg. 1967-71	1972	Avg. 1967-71	1972	Avg. 1967-71	1972		Avg. 1967-71	1972	Avg. 1967-71	1972	Avg. 1967-71	1972
Aitkin	220	245	10	6	108	108	Marshall	142	189	5	8	64	94
Anoka	3,133	3,839	34	30	1,762	1,964	Martin	513	629	12	7	237	265
Becker	414	557	10	18	186	298	Meeker	355	430	8	11	148	158
Beltrami	547	642	11	12	215	205	Mille Lacs	335	364	8	12	154	165
Benton	514	607	14	7	265	310	Morrison	605	722	14	24	292	330
Big Stone	139	141	4	2	57	73	Mower	1,029	1,088	10	12	436	397
Blue Earth	1,776	2,230	15	20	700	810	Murray	146	170	5	5	62	89
Brown	664	791	8	9	245	323	Nicollet	508	633	10	6	209	264
Carlton	563	602	9	16	230	229	Nobles	482	574	10	5	175	196
Carver	532	698	11	11	276	305	Norman	120	134	3	6	52	69
Cass	302	350	11	32	151	164	Olmsted	2,081	2,536	18	23	874	1,043
Chippewa	283	291	5	3	94	105	Otter Tail	755	1,007	14	13	312	401
Chisago	311	404	11	9	148	192	Pennington	324	382	2	3	110	146
Clay	1,420	1,484	11	13	409	375	Pine	266	392	8	4	123	169
Clearwater	95	110	5	3	47	39	Pipestone	208	243	6	4	87	90
Cook	96	103	3	1	35	51	Polk	700	787	13	12	274	301
Cottonwood	244	288	6	2	84	111	Pope	137	160	4	3	68	65
Crow Wing	901	1,093	11	9	373	426	Ramsey	16,816	17,386	62	60	6,281	6,001
Dakota	2,837	3,910	31	42	1,240	1,646	Red Lake	70	73	3	1	30	41
Dodge	195	212	5	4	94	120	Redwood	282	335	4	5	129	136
Douglas	465	694	6	10	196	269	Renville	335	344	13	15	146	142
Faribault	331	366	5	12	160	142	Rice	977	1,169	14	10	421	430
Fillmore	351	408	4	8	140	141	Rock	193	237	5	3	83	83
Freeborn	915	1,009	10	10	406	402	Roseau	122	151	5	1	52	63
Goodhue	804	958	12	15	325	381	St. Louis	5,447	5,356	62	65	1,909	1,798
Grant	82	114	3	2	44	61	Scott	673	894	15	22	340	427
Hennepin	33,012	35,078	127	94	13,746	12,072	Sherburne	477	662	13	18	245	287
Houston	295	369	5	4	139	151	Sibley	223	264	6	9	109	125
Hubbard	191	256	5	5	101	162	Stearns	2,397	2,916	33	38	999	1,198
Isanti	252	297	10	10	144	119	Steele	669	857	9	2	246	321
Itasca	704	775	16	9	321	314	Stevens	167	196	2	1	66	78
Jackson	283	318	6	9	119	140	Swift	227	231	5	3	95	82
Kanabec	169	201	4	10	93	117	Todd	265	384	8	14	119	170
Kandiyohi	719	869	12	11	289	323	Traverse	78	78	3	2	32	37
Kittson	94	108	4	1	38	52	Wabasha	333	405	6	7	155	153
Koochiching	341	446	6	9	170	170	Wadena	214	271	3	0	69	83
Lac qui Parle	163	141	7	8	66	77	Waseca	301	366	6	4	124	127
Lake	273	299	4	8	116	129	Washington	1,478	2,001	23	14	746	1,023
Lake of the Woods	45	70	1	2	25	18	Watsonwan	289	353	6	10	127	151
Le Sueur	354	472	5	6	150	166	Wilkin	202	225	5	7	65	76
Lincoln	101	109	4	1	52	69	Winona	1,041	1,298	13	16	359	424
Lyon	470	512	9	8	186	157	Wright	700	883	20	13	385	462
McLeod	543	610	15	15	221	207	Yellow Medicine	189	242	6	10	81	118
Mahnomen	63	87	2	7	28	38	TOTALS	99,080	111,135	1,005	1,031	41,087	42,009

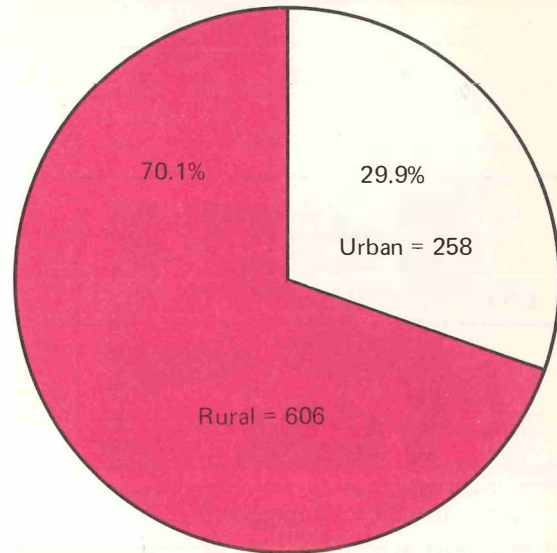


## LOCATION OF 1972 CRASHES BY URBAN OR RURAL AREA

ALL CRASHES = 111,135



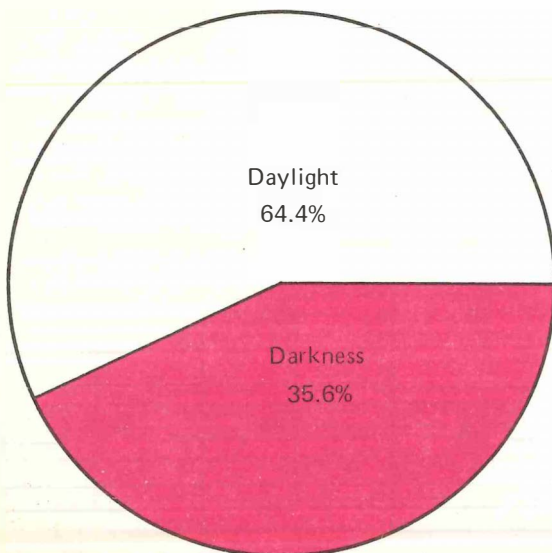
FATAL CRASHES = 864



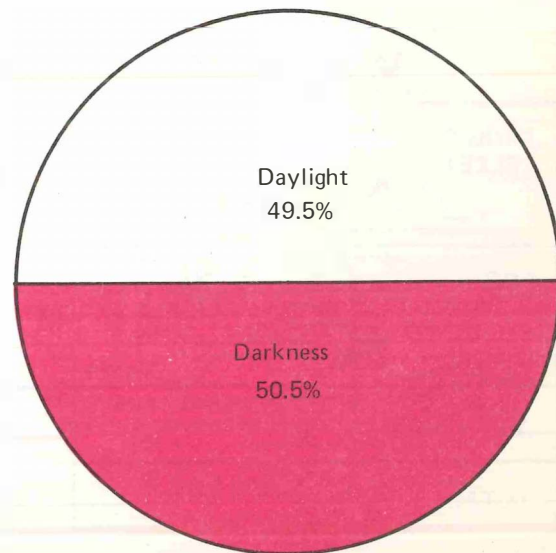
## LIGHT CONDITIONS IN 1972 CRASHES

	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES	NUMBER KILLED	NUMBER INJURED
Daylight	71,550	428	16,587	54,535	511	25,544
Darkness	39,585	436	10,548	28,601	520	16,465
TOTAL	111,135	864	27,135	83,136	1,031	42,009

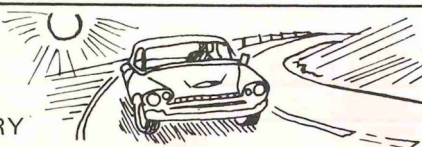


ALL CRASHES






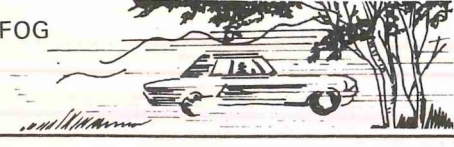
FATAL CRASHES

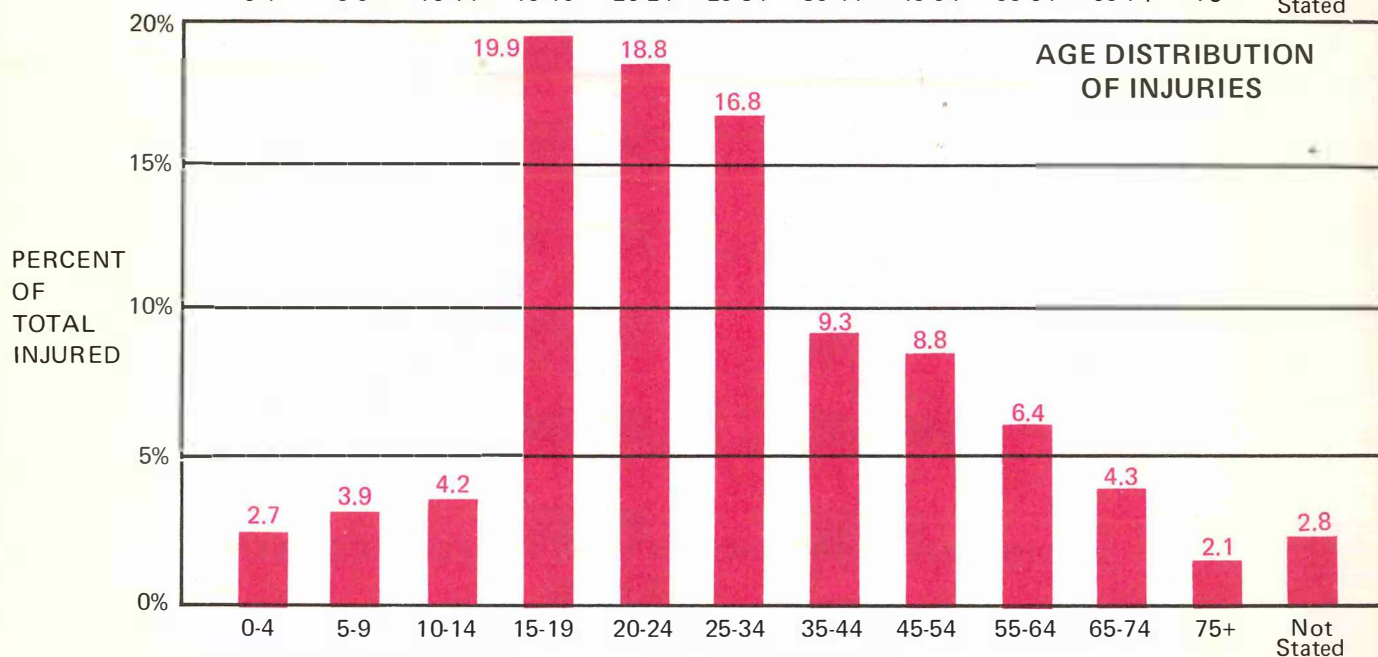
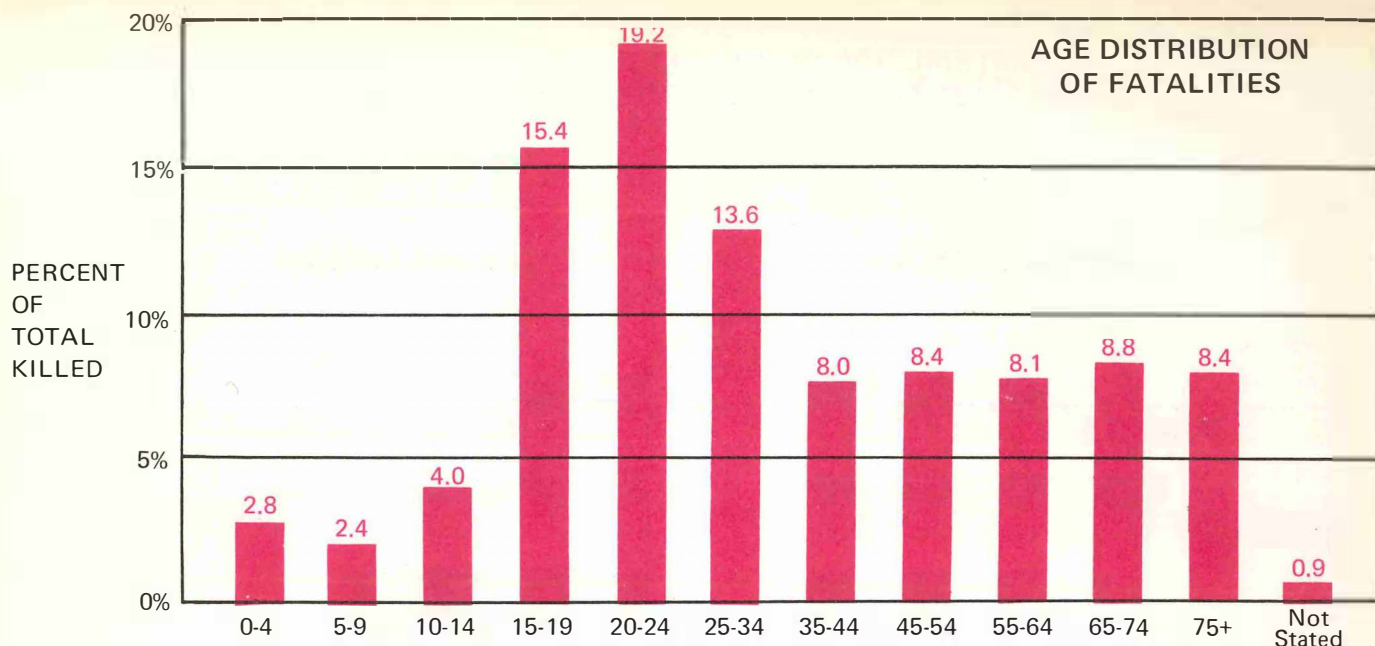


### ROAD SURFACE CONDITIONS IN 1972 TRAFFIC CRASHES

	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES
DRY 	42,771	621	16,026	26,124
WET 	16,564	121	5,778	10,665
SNOWY OR ICY 	18,310	85	4,586	13,639
ALL OTHERS & NOT STATED	33,490	37	745	32,708
TOTAL	111,135	864	27,135	83,136

### WEATHER CONDITIONS IN 1972 TRAFFIC CRASHES

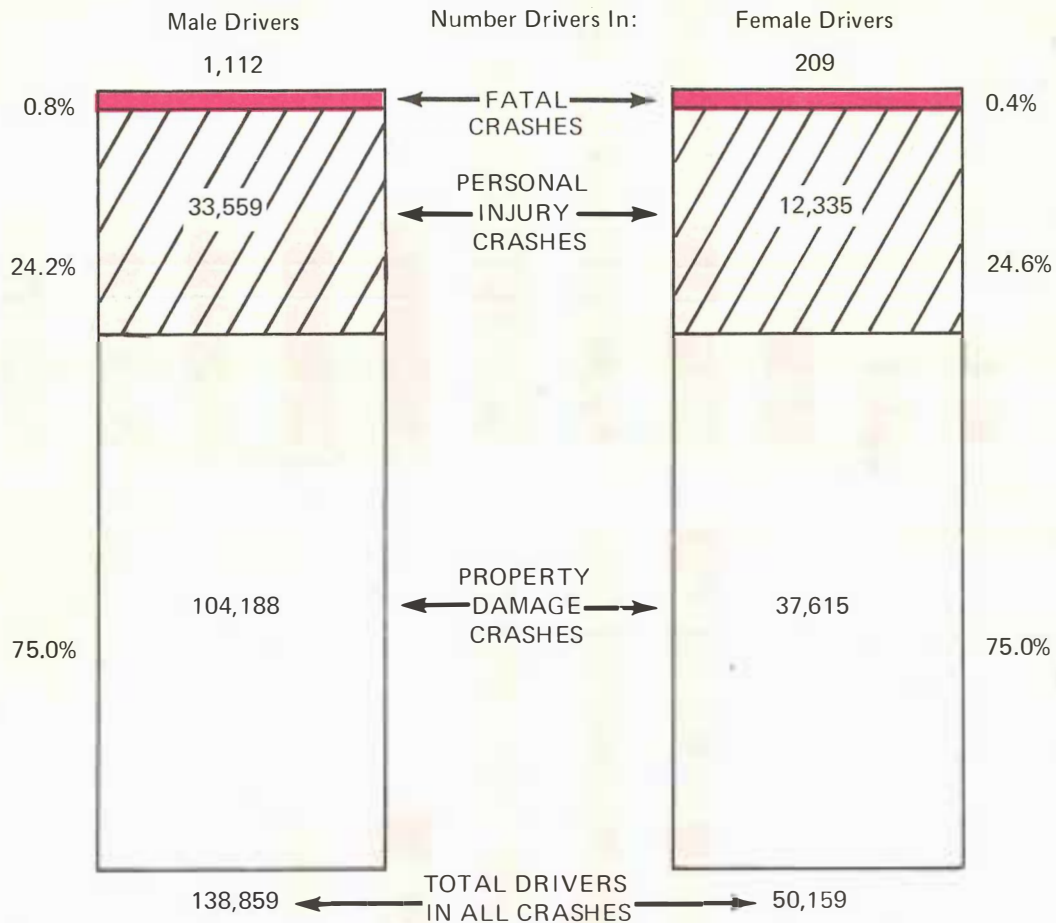
	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES
CLEAR 	63,404	719	21,858	40,827
RAIN 	8,507	71	2,970	5,466
SNOW OR SLEET 	4,940	29	1,308	3,603
FOG 	544	16	205	323
ALL OTHER	33,740	29	794	32,917
TOTAL	111,135	864	27,135	83,136



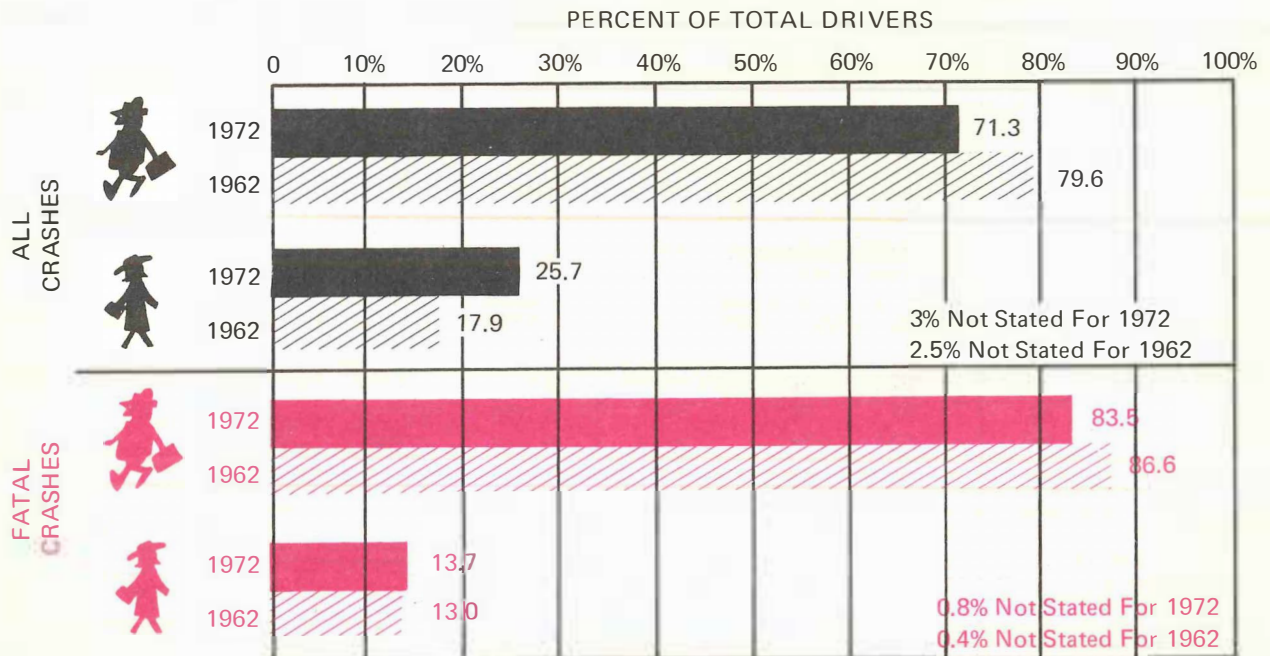
AGE GROUP	TOTAL KILLED			TOTAL INJURED		
	All	Male	Female	All	Male	Female
0 - 4	29	18	11	1,116	615	501
5 - 9	25	18	7	1,647	925	722
10 - 14	41	23	18	1,744	939	805
15 - 19	159	111	48	8,363	5,009	3,354
20 - 24	197	158	39	7,898	4,875	3,023
25 - 34	140	111	29	7,046	4,228	2,818
35 - 44	82	59	23	3,892	2,182	1,710
45 - 54	87	58	29	3,708	1,963	1,745
55 - 64	84	55	29	2,709	1,354	1,355
65 - 74	91	52	39	1,807	890	917
75 - up	87	60	27	889	517	372
Not Stated	9	1	8	1,190	557	633
<b>TOTAL</b>	<b>1,031</b>	<b>724</b>	<b>307</b>	<b>42,009</b>	<b>24,054</b>	<b>17,955</b>



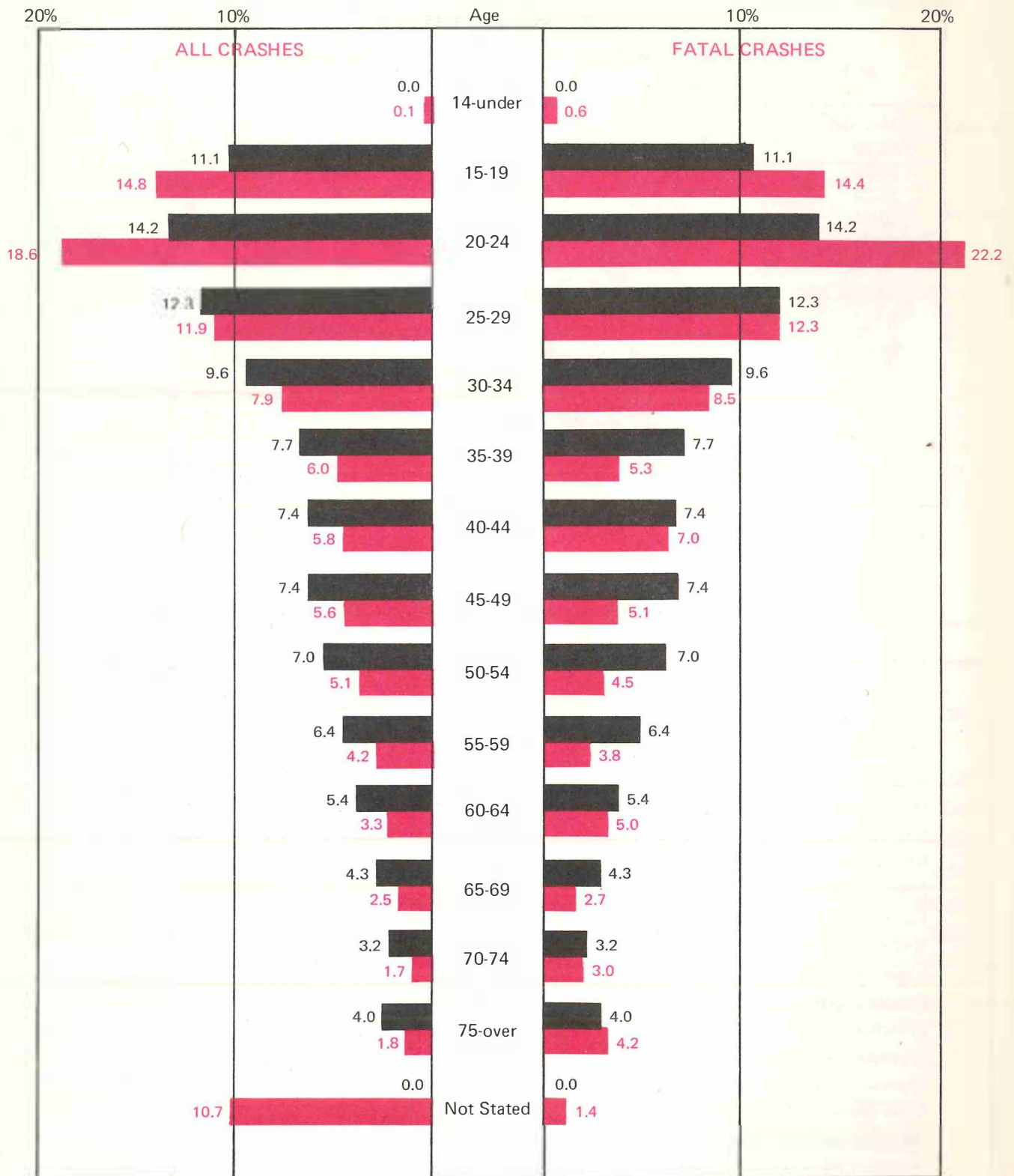
# **DISTRIBUTION OF DRIVERS IN 1972 CRASHES BY SEX AND DEGREE OF SEVERITY**





## **1962 - 1972 COMPARISON OF MALE AND FEMALE DRIVERS IN CRASHES**



# DRIVERS OF MOTOR VEHICLES IN 1972 CRASHES IN RELATION TO THE NUMBER LICENSED BY AGE



 Age group as a % of all licensed drivers  
 Age group as a % of all DRIVERS

### DRIVERS IN 1972 TRAFFIC CRASHES

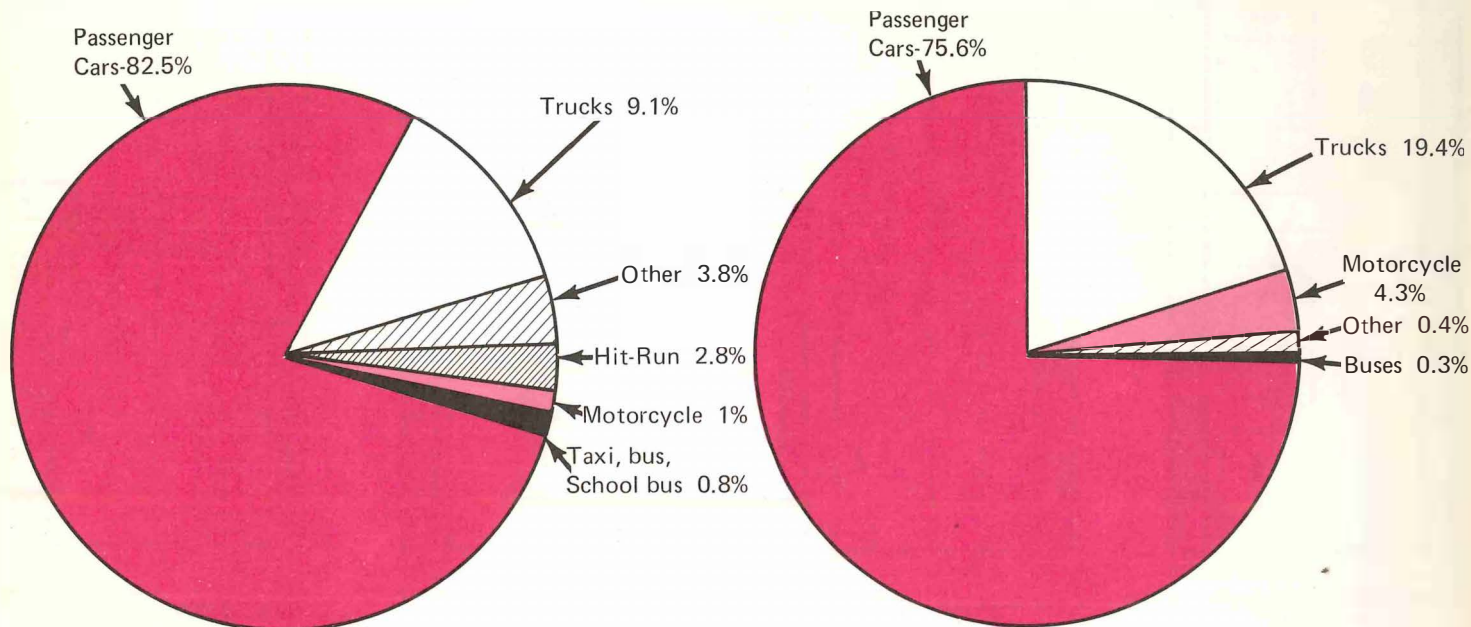
AGE	NUMBER OF DRIVERS IN:				NUMBER LICENSED DRIVERS
	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES	
14-under	171	8	76	87	0
15-19	28,883	192	7,855	20,836	238,650
20-24	36,265	295	9,717	26,253	305,300
25-29	23,152	164	5,994	16,994	264,450
30-34	15,461	113	4,112	11,236	206,400
35-39	11,779	71	3,068	8,640	165,550
40-44	11,262	93	2,771	8,398	159,100
45-49	10,859	68	2,783	8,008	159,100
50-54	9,960	60	2,522	7,378	150,500
55-59	8,210	50	2,031	6,129	137,600
60-64	6,461	66	1,550	4,845	116,100
65-69	4,617	36	1,170	3,411	92,450
70-74	3,373	40	881	2,452	68,800
75-over	3,542	56	933	2,553	86,000
Not Stated	20,830	19	970	19,841	0
TOTAL	194,825	1,331	46,433	147,061	2,150,000

### PROBABLE CONTRIBUTING CIRCUMSTANCES IN 1972 CRASHES

CIRCUMSTANCE	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES
Illegal / Unsafe Speed	9,679	174	3,935	5,570
Traffic Control Violation	1,913	24	931	958
Over Center Line, Wrong Lane	2,035	88	756	1,191
Improper Parking, Starting, Stopping	914	5	205	704
Improper Passing	787	7	198	582
Following Too Closely	2,255	4	844	1,407
Failure To Yield Right-Of-Way	7,375	61	2,666	4,648
No Signal / Improper Signal	342	0	74	268
Vision Obscurement	1,515	7	508	1,000
Bicycle Violation	543	9	522	12
Impeding Traffic	144	0	34	110
Improper Left Turn	562	3	135	424
Improper Right Turn	325	1	46	278
Other Improper Turn	645	1	133	511
Beyond Driver's Control	16,330	174	4,981	11,175
Defective Equipment	1,172	3	413	756
Pedestrian Violation	900	45	824	31
Other	63,699	258	9,930	53,511
TOTAL	111,135	864	27,135	83,136



# 1972 CRASH INVOLVEMENT COMPARED WITH REGISTRATIONS BY TYPE OF MOTOR VEHICLE



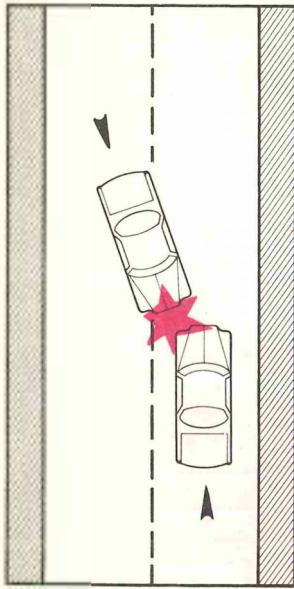
## VEHICLES IN CRASHES

TYPE MOTOR VEHICLE	NUMBER OF VEHICLES IN:			
	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES
Passenger Cars	177,057	1,013	40,435	135,609
Pass. Cars & Trailer	293	3	53	237
Truck/Truck & Trailer	16,753	163	4,026	12,564
Truck & Semi	2,468	57	612	1,799
Other Truck Comb.	353	5	62	286
Farm Equipment	231	12	87	132
Taxicab	562	0	121	441
Bus	632	5	147	480
School Bus	462	3	103	356
Motorcycle	2,065	52	1,631	382
Snowmobile	145	19	82	44
Emergency Vehicle	77	1	26	50
Military Vehicle	14	0	4	10
Public Vehicle	724	7	171	546
Hit-Run Vehicle	6,005	12	635	5,358
Other/Not Stated	7,226	25	896	6,305
<b>TOTAL VEHICLES</b>	<b>215,067</b>	<b>1,377</b>	<b>49,091</b>	<b>164,599</b>

## REGISTRATIONS

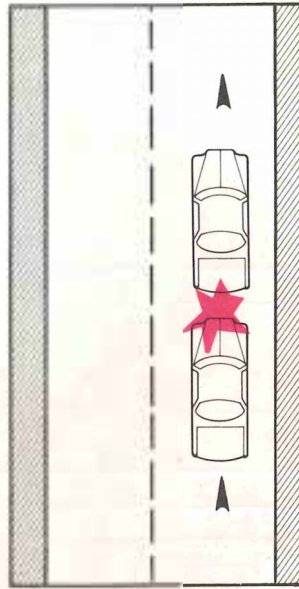
TYPE MOTOR VEHICLE	1972 REGISTRATIONS
Passenger Cars	1,806,394
Trucks	
Gross Weight	355,100
Farm	103,346
Urban	4,645
Buses	6,560
Motorcycles	103,286
Recreational	9,233
<b>TOTAL</b>	<b>2,388,564</b>

## 1972 VEHICLE MOVEMENTS IN TWO-VEHICLE NON-INTERSECTION CRASHES



### OPPOSITE DIRECTION BOTH MOVING

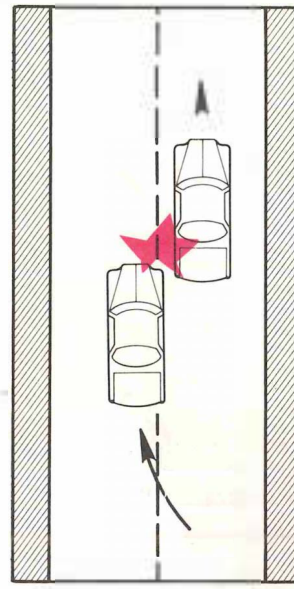
All crashes	2,289
Fatal Crashes	142
Personal Injury	
Crashes	872
Property Damage	
Crashes	1,275



### BOTH SAME DIRECTION

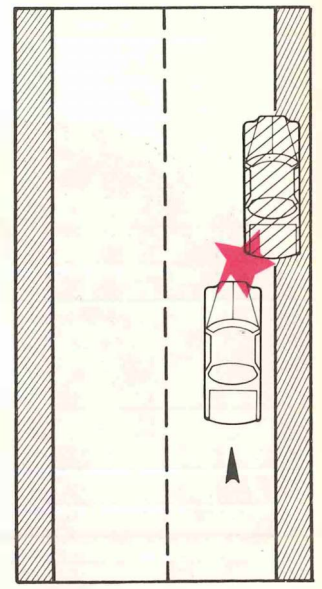
#### REAR END

All crashes	2,972
Fatal Crashes	14
Personal Injury	
Crashes	1,070
Property Damage	
Crashes	1,888



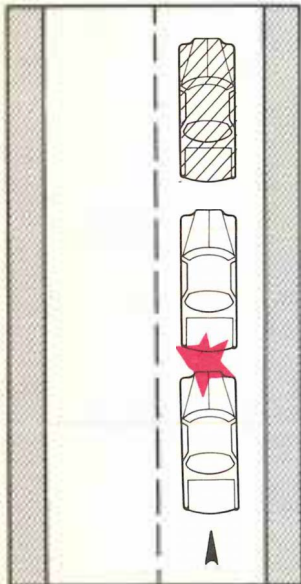
#### SIDESWIPE

All crashes	1,449
Fatal Crashes	4
Personal Injury	
Crashes	270
Property Damage	
Crashes	1,175



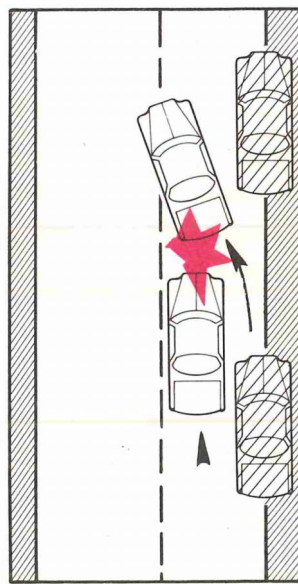
### ONE VEHICLE PARKED

All crashes	8,590
Fatal Crashes	14
Personal Injury	
Crashes	1,316
Property Damage	
Crashes	7,260



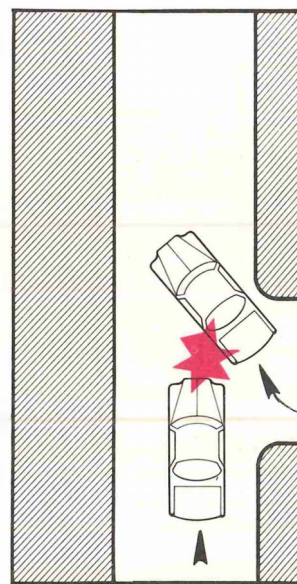
### ONE VEHICLE STOPPED IN TRAFFIC

All Crashes	2,325
Fatal Crashes	3
Personal Injury	
Crashes	849
Property Damage	
Crashes	1,473



### ONE VEHICLE ENT. OR LVE. PRK. SPACE

All Crashes	1,098
Fatal Crashes	0
Personal Injury	
Crashes	101
Property Damage	
Crashes	997



### ONE VEHICLE ENT. OR LVE. ALLEY OR DRIVEWAY

All Crashes	3,880
Fatal Crashes	12
Personal Injury	
Crashes	987
Property Damage	
Crashes	2,881

### ALL OTHERS & NOT STATED

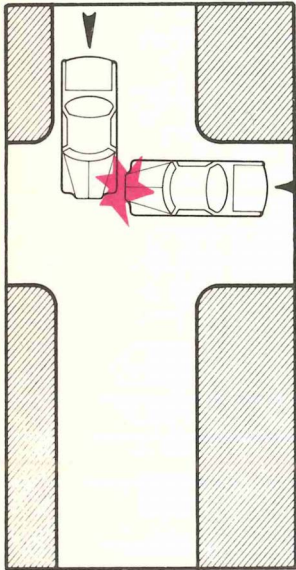
All Crashes	2,897
Fatal Crashes	16
Personal Injury	
Crashes	780
Property Damage	
Crashes	2,101

### TOTAL TWO-VEHICLE NON-INTERSECTION CRASHES

All Crashes	25,500
Fatal Crashes	205
Personal Injury	
Crashes	6,245
Property Damage	
Crashes	19,050

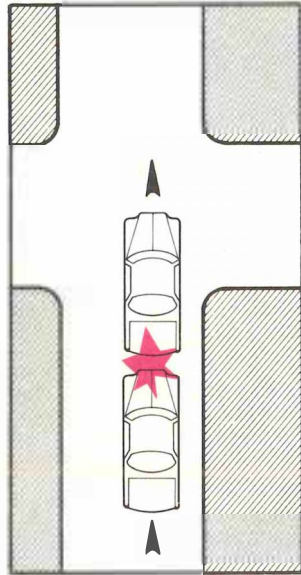


# 1972 VEHICLE MOVEMENTS IN TWO-VEHICLE INTERSECTION CRASHES



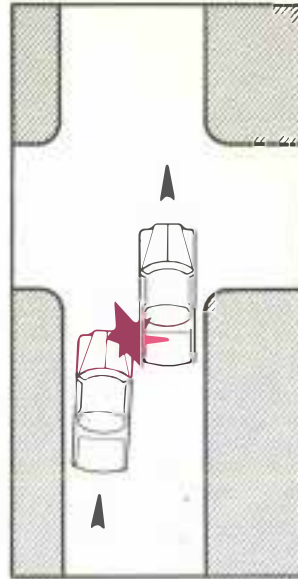
## ENTERING AT ANGLE

All Crashes	16,195
Fatal Crashes	144
Personal Injury	
Crashes	5,685
Property Damage	
Crashes	10,366



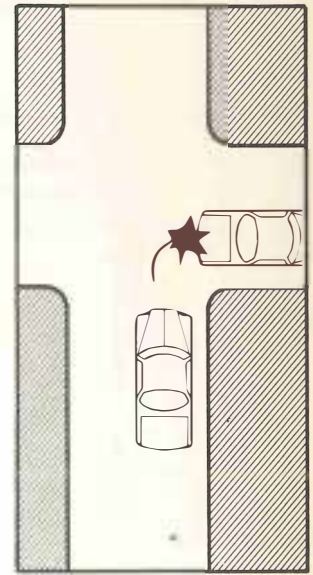
## SAME DIRECTION – BOTH STRAIGHT REAR END

All Crashes	7,385
Fatal Crashes	8
Personal Injury	
Crashes	2,720
Property Damage	
Crashes	4,657



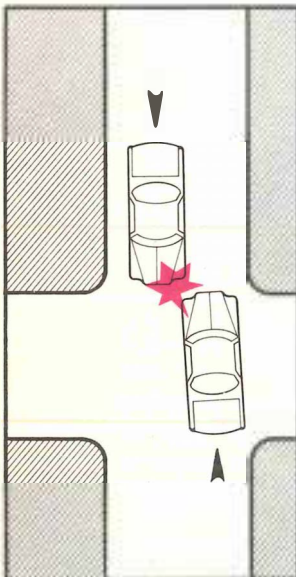
## SAME DIRECTION – BOTH STRAIGHT SIDESWIPE

All Crashes	631
Fatal Crashes	
Personal Injury	
Crashes	134
Property Damage	
Crashes	496



## SAME DIRECTION ONE TURNING, ONE STRAIGHT

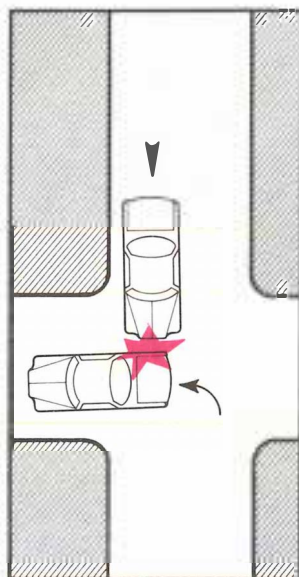
All Crashes	2,992
Fatal Crashes	11
Personal Injury	
Crashes	865
Property Damage	
Crashes	2,116



## OPPOSITE DIRECTION

### GOING STRAIGHT

All Crashes	189
Fatal Crashes	2
Personal Injury	
Crashes	100
Property Damage	
Crashes	87



### ONE TURNING LEFT, ONE STRAIGHT

All Crashes	4,117
Fatal Crashes	23
Personal Injury	
Crashes	1,565
Property Damage	
Crashes	2,529

## SAME DIRECTION ALL OTHERS

All Crashes	1,731
Fatal Crashes	3
Personal Injury	
Crashes	257
Property Damage	
Crashes	1,471

## OPPOSITE DIRECTION ALL OTHERS

All Crashes	716
Fatal Crashes	8
Personal Injury	
Crashes	178
Property Damage	
Crashes	530

## NOT STATED

All Crashes	1,141
Fatal Crashes	0
Personal Injury	
Crashes	272
Property Damage	
Crashes	869

## TOTAL TWO VEHICLE INTERSECTION CRASHES

All Crashes	35,097
Fatal Crashes	200
Personal Injury	
Crashes	11,776
Property Damage	
Crashes	23,121



### 1972 ROAD MILEAGE SUMMARY

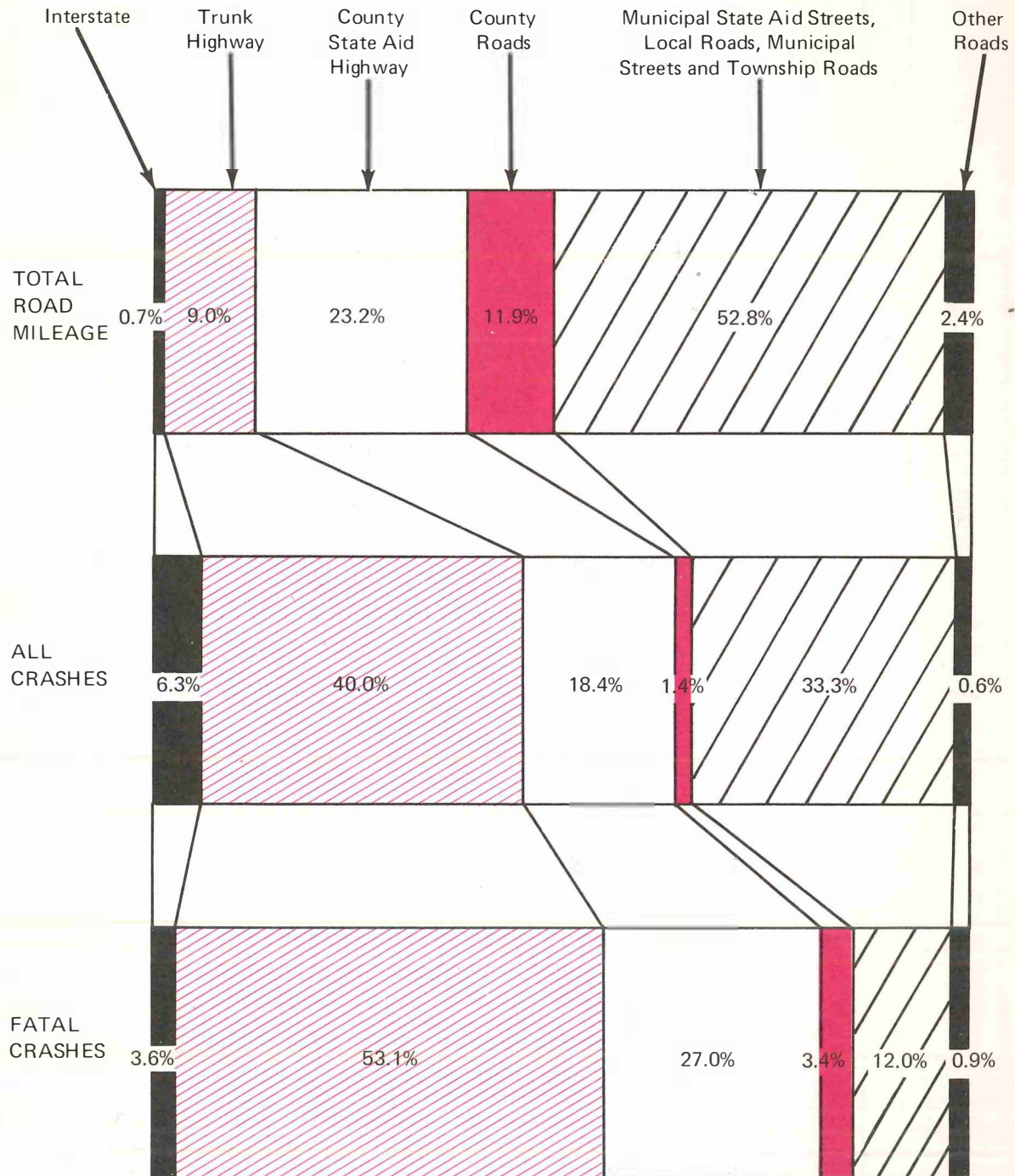
TYPE OF ROAD	MILES	PERCENT
Interstate Freeways		
Open to Traffic	656	0.5%
Under Construction	167	0.1
Planned for Future Construction	92	0.1
Trunk Highways	11,484	9.0
County State Aid Highways	29,734	23.2
County Roads	15,266	11.9
Municipal State Aid Streets	1,384	1.1
Other Local Roads	55,252	43.1
Other State and Federal Roads	3,102	2.4
Other Municipal Streets	11,204	8.6
<b>TOTAL</b>	<b>128,161</b>	<b>100.0%</b>

### 1972 CRASHES BY TYPE OF ROAD CLASSIFICATION

ROAD CLASSIFICATION	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES
Urban* Interstate	5,902	24	1,329	4,549
Rural Interstate	1,087	7	262	818
Urban* Trunk Highway	30,140	115	7,325	22,700
Rural Trunk Highway	14,324	344	4,193	9,787
County State Aid Highway	20,445	233	5,928	14,284
County Road	1,589	29	489	1,071
Township Road	1,252	27	408	817
Local Street	35,728	77	7,045	28,606
Other Road	668	8	156	504
<b>TOTAL</b>	<b>111,135</b>	<b>864</b>	<b>27,135</b>	<b>83,136</b>

\*Any built-up area of 2,500 or more population.

# 1972 MILEAGE AND CRASH DISTRIBUTION BY TYPE OF ROADWAY



### DRIVER LICENSING DATA 1965 - 1972

	1965	1966	1967	1968*	1969*	1970*	1971*	1972
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	2,150,000
Permits issued	162,939	175,330	164,303	170,826	168,061	167,713	168,110	156,230
Written tests	172,030	189,719	173,475	207,068	241,720	266,649	264,068	N.A.
Road tests	175,284	193,815	178,921	200,373	213,058	221,856	221,741	N.A.
Regular licenses issued	457,920	455,558	519,673	666,566	534,356	522,528	613,000	
Classified licenses issued:**								720,777
Class A								60,306
Class B								22,139
Class C								638,332
Duplicate licenses issued:								190,265
Duplicate regular	163,752	175,191	185,039	197,779	202,373	209,393	217,331	165,747
Duplicate classified**								24,518
Driver evaluations	11,365	13,941	14,189	15,294	14,254	15,201	13,033	18,783
Driver evaluation suspensions	18,884	16,975	16,775	17,069	16,212	14,669	11,065	11,901
Safety Responsibility Act Suspensions	24,823	24,801	21,067	19,585	21,602	26,431	23,734	17,734
Revocations	8,477	8,807	8,912	10,819	11,961	12,134	12,974	12,624
License cancellations	3,190	3,503	3,338	4,004	3,540	3,357	3,447	5,656
Medical referrals	3,304	4,436	4,894	6,136	4,155	2,752	3,892	2,442
Reported convictions	214,542	232,344	219,938	239,627	241,579	235,676	253,652	225,491

\*Motorcycle license data are included.

\*\*Beginning in 1972, classified licenses were issued.



# MINNESOTA MOTOR VEHICLE REGISTRATION, 1965 - 1972

TYPE OF VEHICLE	1965	1966	1967	1968	1969	1970	1971	1972
Passenger cars	1,506,210	1,552,540	1,578,791	1,643,025	1,694,936	1,732,607	1,782,734	1,806,394
Trucks								
Gross Weight	213,933	228,964	246,135	265,678	288,778	310,150	334,414	355,100
Farm	101,274	103,055	104,124	105,074	105,242	105,212	105,202	103,346
Urban	3,384	3,693	3,925	4,037	4,250	4,402	4,731	4,645
SUB-TOTAL, TRUCKS	318,591	335,712	354,184	374,789	398,270	419,764	444,347	463,091
Buses	5,727	6,078	5,981	6,284	6,456	6,539	6,393	6,560
Motorcycles	39,395	49,775	55,892	60,886	61,199	71,914	90,150	103,286
Recreational <sup>(1)</sup>	191	525	1,286			4,834	6,592	9,233
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	2,388,564
Mobile homes <sup>(2)</sup>	18,955	20,892	23,904	25,997	28,728	34,440	38,670	30,560
Trailers <sup>(3)</sup>	67,787	246,978	79,073	290,125	333,085	336,686	378,939	398,718
SUB-TOTAL, TRAILERS	86,742	267,870	102,977	316,122	361,813	371,126	417,609	429,278
GRAND TOTAL <sup>(4)</sup>	1,956,856	2,212,500	2,099,111	2,401,106	2,522,674	2,606,784	2,747,825	2,817,842

1. Motor-powered vehicles used for human habitation during recreational activities.

2. The reduction in 1972 registrations of mobile homes is due to a change in registration year from 1/1-12/31 to 10/1-9/30.

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

4. Does not include approximately 35,000 tax-exempt vehicles registered by the state or other political subdivision in the following classes: Passenger cars, trucks, buses and motorcycles. Also does not include the approximately 8,000 passenger cars and trucks registered in the classic and pioneer class.

# MOTOR VEHICLE INSPECTION

TYPE OF VEHICLE	1972 <sup>1</sup>			
	NUMBER DEFECTS	NUMBER REJECTED	NUMBER* INSPECTED	PERCENT REJECTED
Cars	68,171	36,010	79,959	45.0%
Trucks	17,205	8,402	18,050	46.5%
School Buses	9,162	3,825	8,012	47.7%
Motorcycles	72	50	194	25.8%
TOTAL VEHICLES	94,610	48,287	106,215	45.5%

TYPE OF VEHICLE	1971			
	NUMBER DEFECTS	NUMBER REJECTED	NUMBER INSPECTED <sup>2</sup>	PERCENT REJECTED
Cars	67,187	42,019	84,945	49.5%
Trucks	14,466	10,030	21,224	47.3%
School Buses	2,782	2,468	5,035	49.0%
Motorcycles	32	29	172	16.8%
TOTAL VEHICLES	84,467	54,546	111,376	49.0%

TYPE OF VEHICLE <sup>3</sup>	1970			
	NUMBER DEFECTS	NUMBER REJECTED	NUMBER INSPECTED	PERCENT REJECTED
Cars	57,920	36,314	66,070	55.0%
Trucks	18,330	10,599	19,570	54.1%
School Buses	2,283	2,223	4,835	46.0%
TOTAL VEHICLES	78,533	49,136	90,475	54.3%

TYPE OF VEHICLE	1969			
	NUMBER DEFECTS	NUMBER REJECTED	NUMBER INSPECTED	PERCENT REJECTED
Cars	61,666	37,444	67,354	55.6%
Trucks	7,241	4,725	8,025	58.9%
School Buses	3,227	2,869	4,939	58.1%
Motorcycles	112	112	145	77.2%
TOTAL VEHICLES	72,246	45,150	80,463	56.1%

<sup>1</sup>Due to coding errors, 8,858 vehicles inspected in District 25 are not represented in this table.

<sup>2</sup>Includes only those vehicles for which complete inspection reports are available.

<sup>3</sup>Motorcycles were not inspected in 1970.

## PART 2.

# Pedestrian - Involved Crashes

Pedestrians, by virtue of the fact that skin and bone are no match for two tons of steel, are more vulnerable to injury than the victims of any other type crash.

Since 1962, the number of pedestrian crashes has fluctuated around an average of 1,939 incidents. The number of crashes in 1972 was two above this average at 1,941. In these 1,941 crashes, 132 pedestrians were killed and 1,930 were injured.

In 1972, almost two-thirds of all the pedestrians injured in crashes were under the age of 24. This same age group accounted for 44.7 percent of all fatalities. The age group over 55 years old constituted 35.6 percent of all fatalities but only 14.8 percent of those injured. The decreased recovery capabilities of the elderly very likely contribute to the high percentage of fatalities this group constitutes.

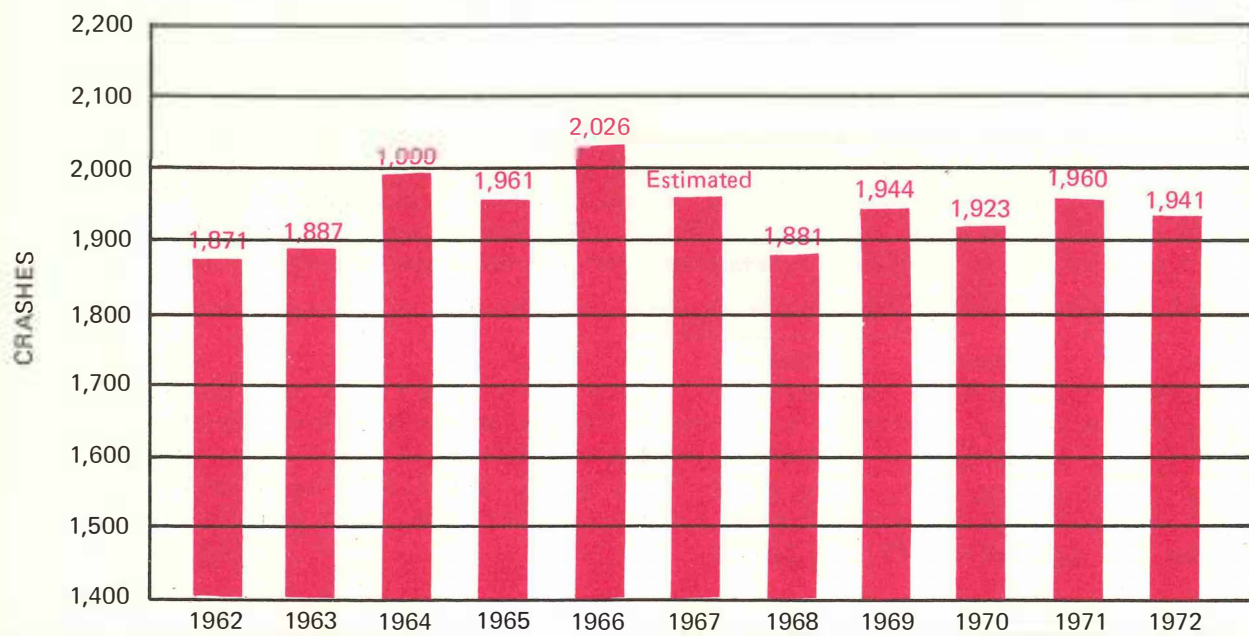
The pattern resulting from comparing 1972 with the average year for 1967-1971 is rather interesting. In 1972, the numbers of pedestrians killed in the under-24 age group displayed a shift toward the older ages within the group, resulting largely from a significant decrease in fatalities in ages under 9 years. The overall pattern is bimodal in nature, with the high points centering around the ages of 65-75 and 15-19.

Two types of pedestrian movements contributed most to the fatality and injury picture: Crossing roadways at some point other than at an intersection; and walking in the roadway with traffic. These two actions accounted for 25.7 percent of all pedestrians killed, and 26.4 percent of all persons injured in pedestrian crashes.

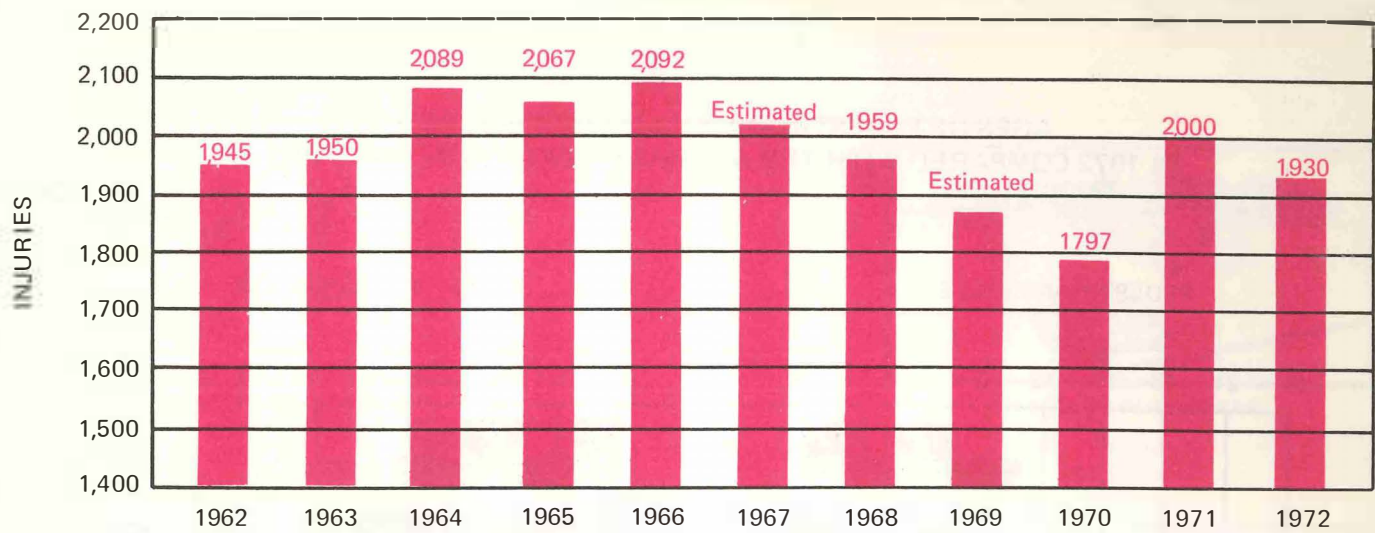
Like other motor vehicle crashes, pedestrian-involved crashes tended to increase during the peak people movement hours of 3 to 6 p.m. These three hours contributed 31.5 percent of all pedestrian crashes. The fatal crash picture was slightly different, with more fatalities occurring during the twilight and early morning hours of 7 to 9 p.m. and just after midnight.



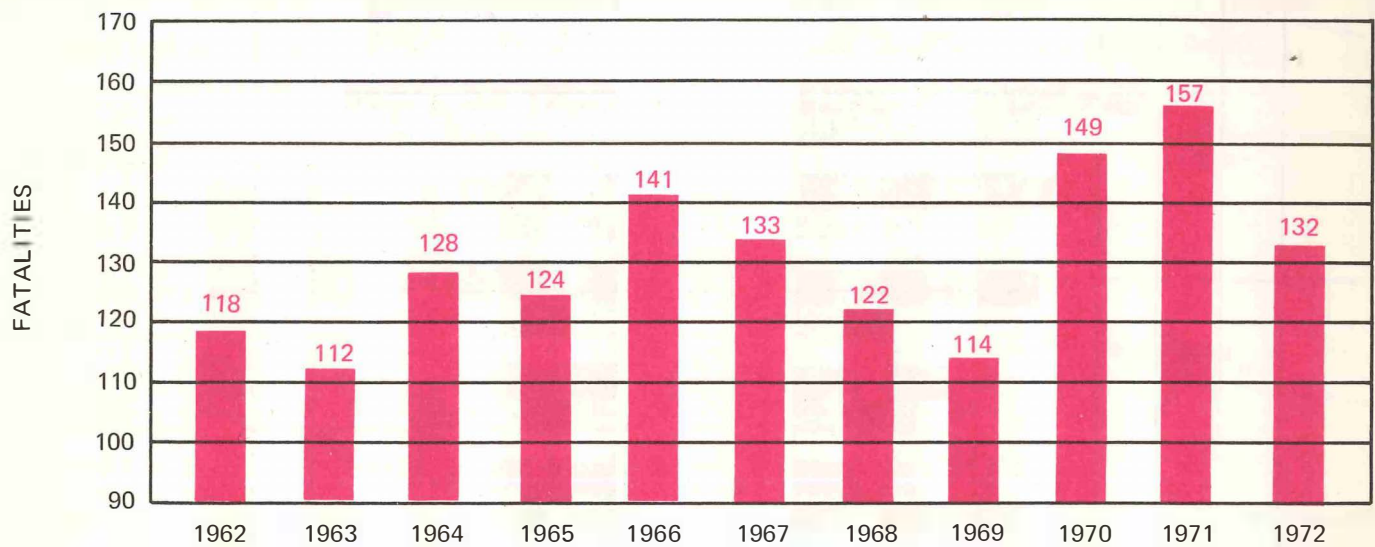
### PEDESTRIAN CRASHES, 1962 - 1972



### PEDESTRIANS INJURED, 1962 - 1972



### PEDESTRIANS KILLED, 1962 - 1972



### PEDESTRIANS KILLED AND INJURED BY AGE AND SEX, 1972

AGE GROUP	TOTAL KILLED			TOTAL INJURED		
	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL
0-4	6	2	8	111	60	171
5-9	7	0	7	241	170	411
10-14	7	5	12	141	114	255
15-19	9	8	17	122	112	234
20-24	12	3	15	68	64	132
25-34	10	2	12	86	54	140
35-44	7	1	8	61	30	91
45-54	5	1	6	66	39	105
55-64	2	2	4	41	54	95
65-74	13	8	21	53	61	114
75-over	13	9	22	46	31	77
Not Stated	0	0	0	61	44	105
<b>TOTAL</b>	<b>91</b>	<b>41</b>	<b>132</b>	<b>1,097</b>	<b>833</b>	<b>1,930</b>

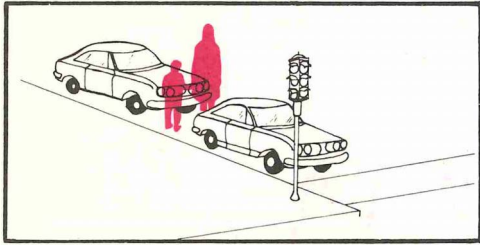
# **AGES OF PEDESTRIANS KILLED AND INJURED IN 1972 COMPARED WITH THE AVERAGE YEAR FROM 1967 - 1971**



■ 1972  
■ Average of 1967 - 1971

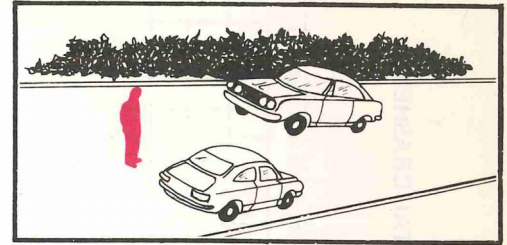


# ACTIONS OF PEDESTRIANS KILLED, 1972



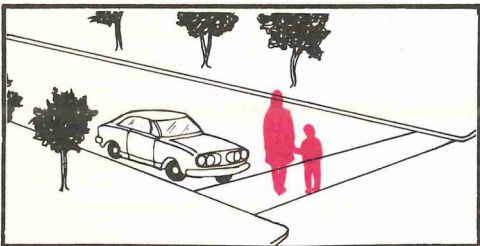
**CROSSING NOT AT INTERSECTION**

16 Killed  
490 Injured



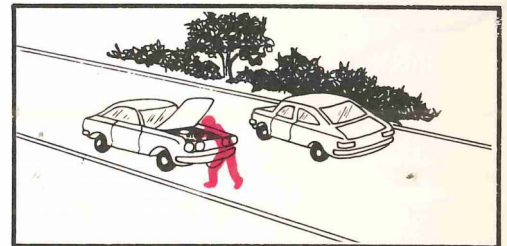
**STANDING IN ROADWAY**

5 Killed  
38 Injured



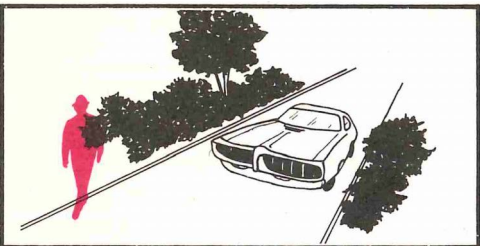
**CROSSING AT INTERSECTION**

9 Killed  
275 Injured



**WORKING IN ROADWAY**

2 Killed  
20 Injured



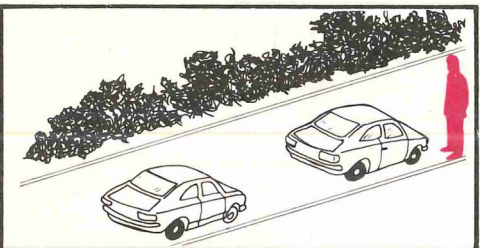
**WALKING IN ROAD WITH TRAFFIC**

18 Killed  
80 Injured



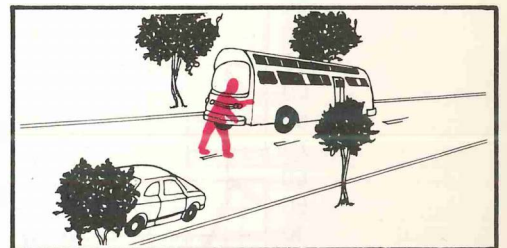
**PLAYING IN ROADWAY**

1 Killed  
32 Injured



**WALKING IN ROAD AGAINST TRAFFIC**

7 Killed  
28 Injured



**GETTING ON-OFF VEHICLE OR SCHOOL BUS**

3 Killed  
30 Injured

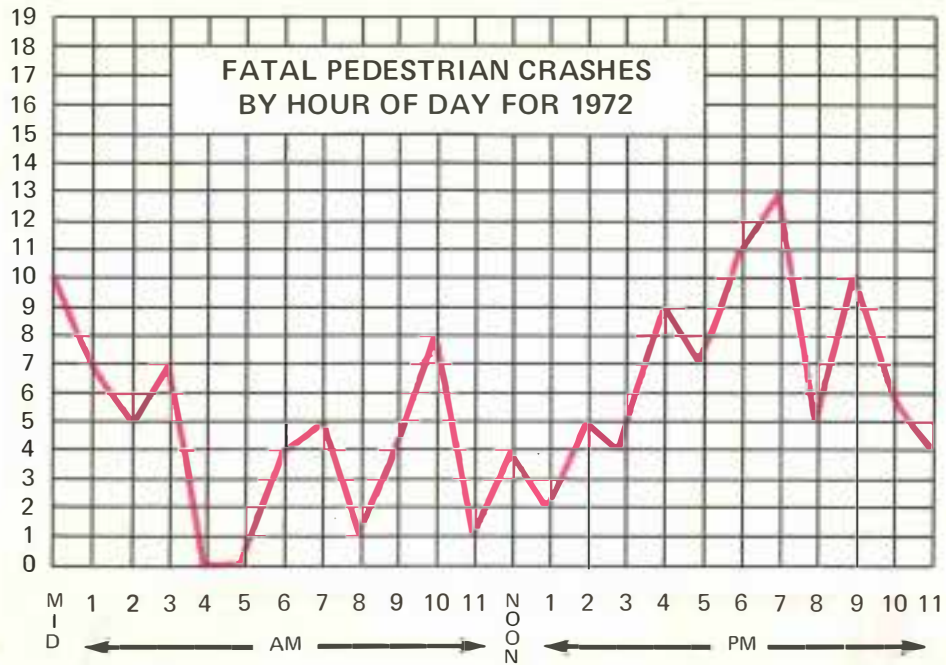
**ALL OTHERS STATED**

56 Killed  
537 Injured

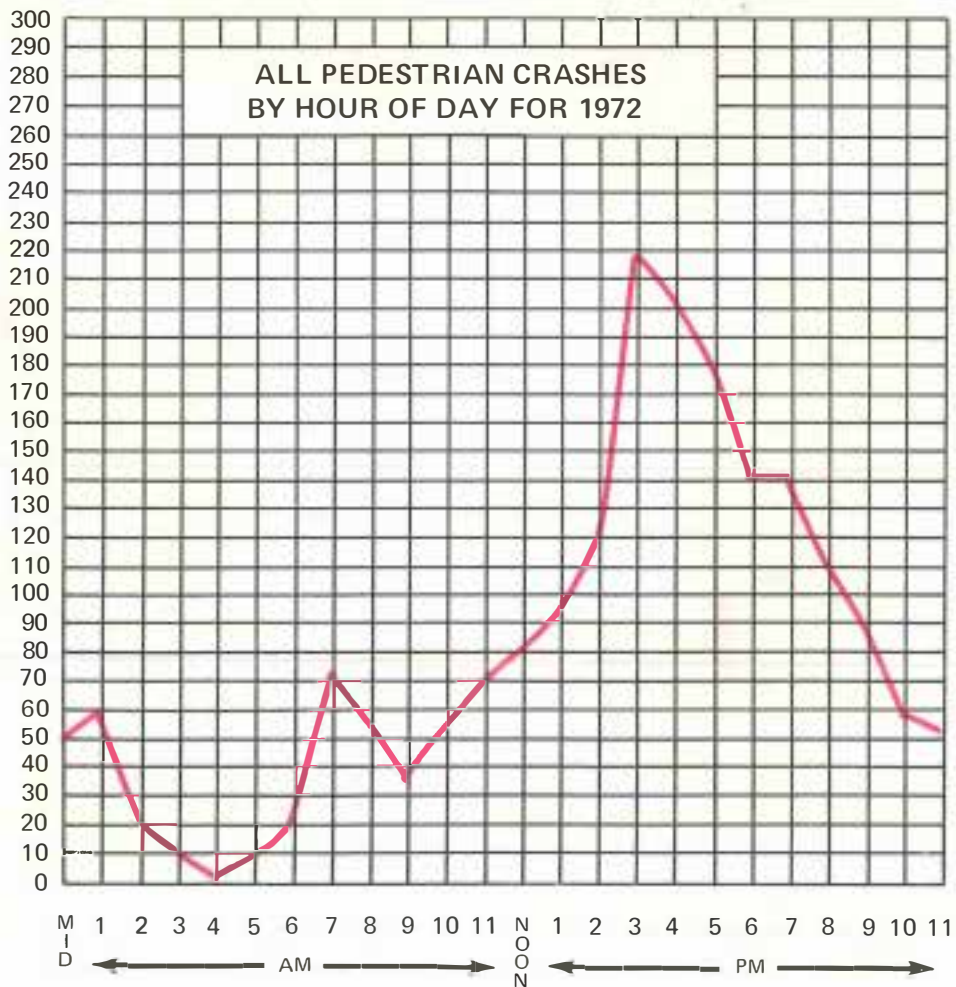
**NOT STATED**

15 Killed  
400 Injured

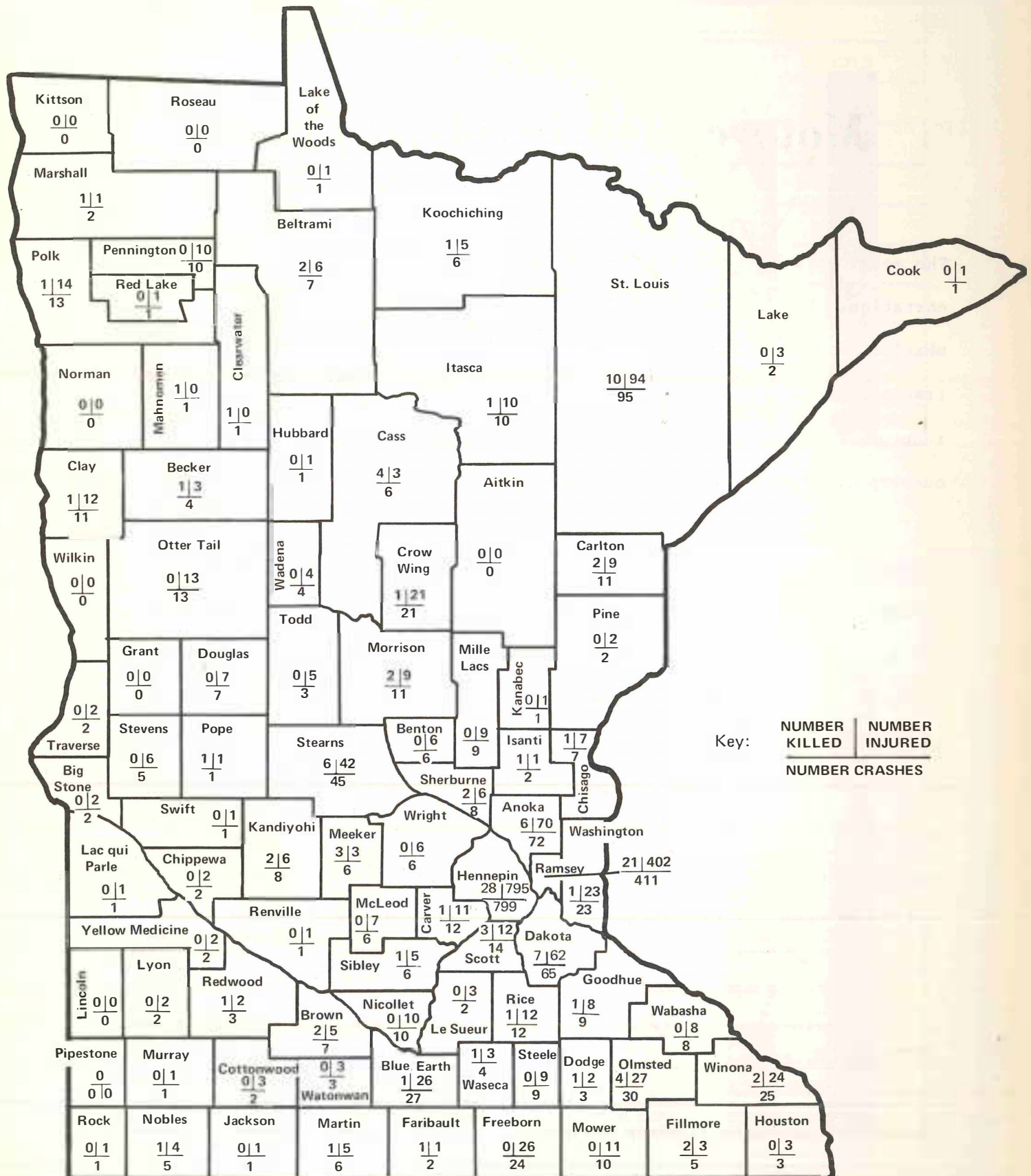
FATAL CRASHES



ALL CRASHES



# PEDESTRIAN CRASHES, DEATHS, AND INJURIES BY COUNTY, 1972





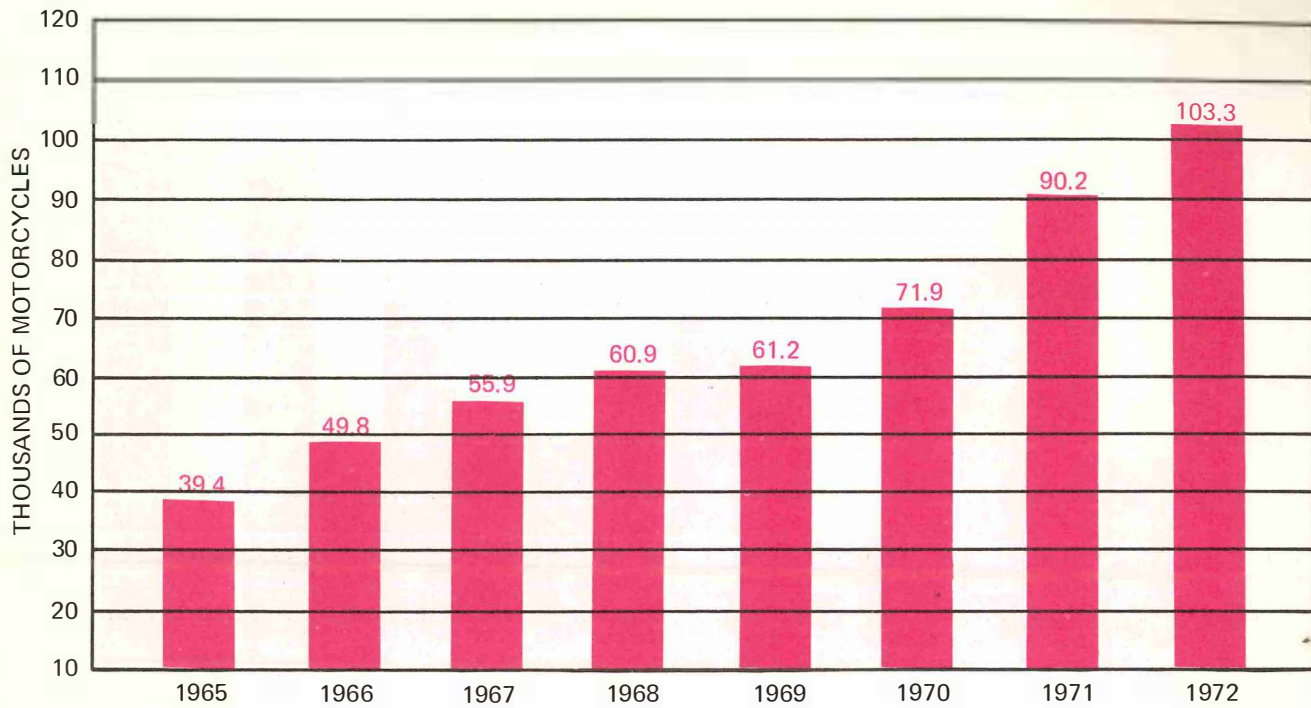
### **PART 3.**

## **Motorcycle - Involved Crashes**

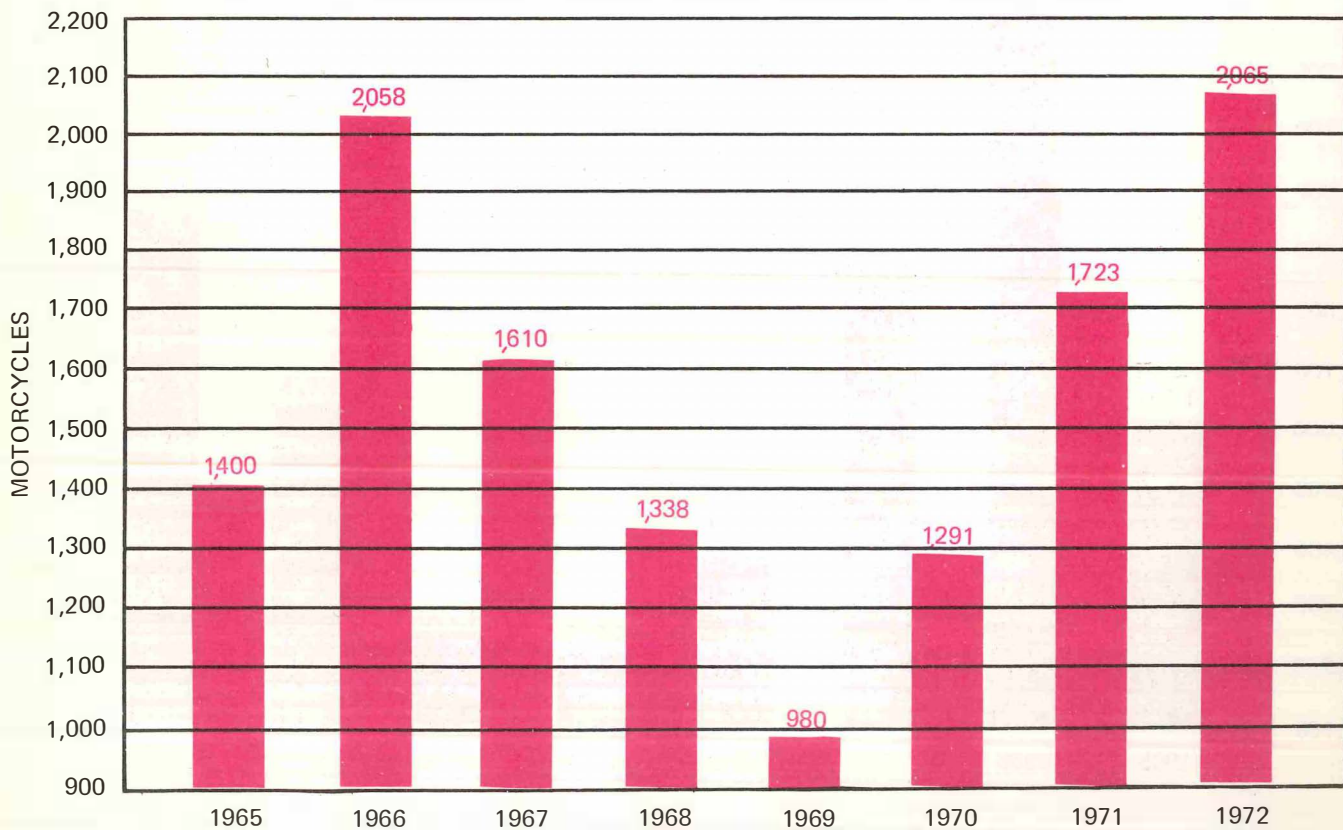
The motorcycle has evolved as an inexpensive, quick, sporty means of transportation. More and more people are purchasing and registering these two-wheeled motor vehicles yearly. Many people are using them daily as a means of transportation to and from work. This increasing usage, coupled with the inherent vulnerability of the motorcycle rider, has led to steadily increasing numbers of injuries and fatalities.

Riders of motorcycles were without doubt the most vulnerable portion of the motorized population which commonly utilized the state's roadways. Out of all the motorcycle-involved crashes during 1972, only 10.4 percent of the riders escaped without any visible injury, while 60 percent of the riders sustained some type of serious injury and 2.5 percent were killed. This must be compared with a rate of less than 1 percent killed for occupants of all other types of motor vehicles, 37 percent sustaining some serious injury, and 40 percent escaping with no injury at all. Obviously, in crashes involving motorcycles and other types of motor vehicles, the odds are decidedly against cyclists.

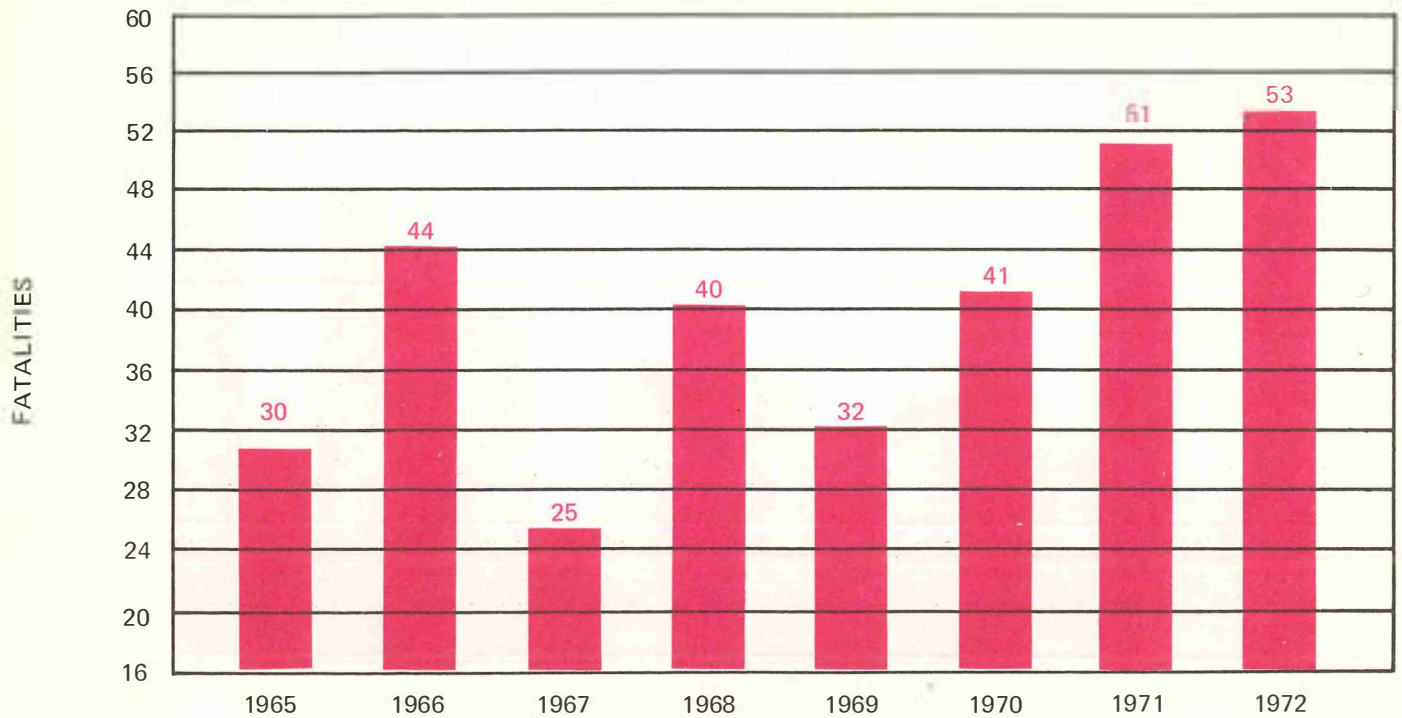
REGISTERED MOTORCYCLES, 1965 - 1972



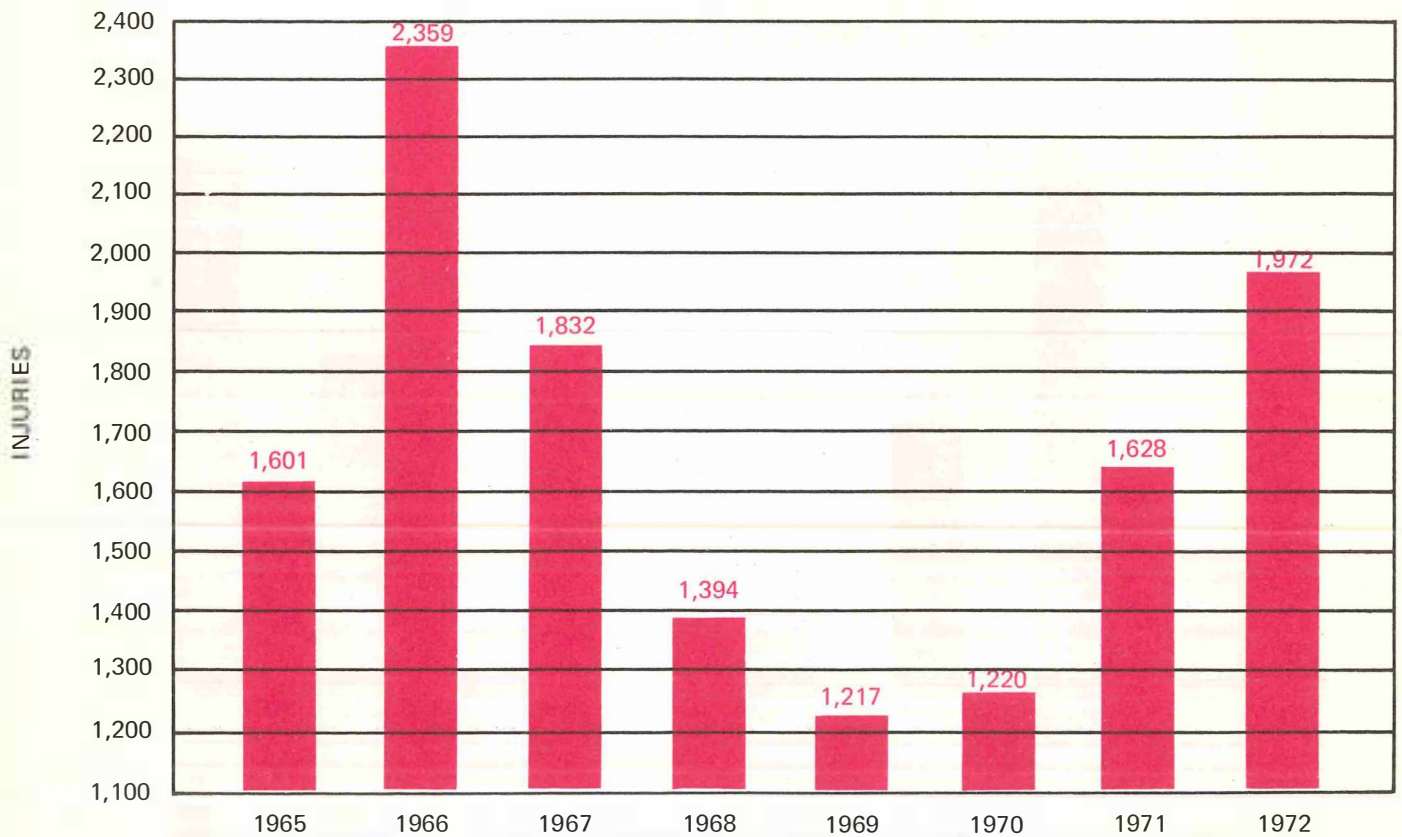
MOTORCYCLES INVOLVED IN ACCIDENTS, 1965 - 1972



FATALITIES IN MOTORCYCLE CRASHES, 1965 - 1972

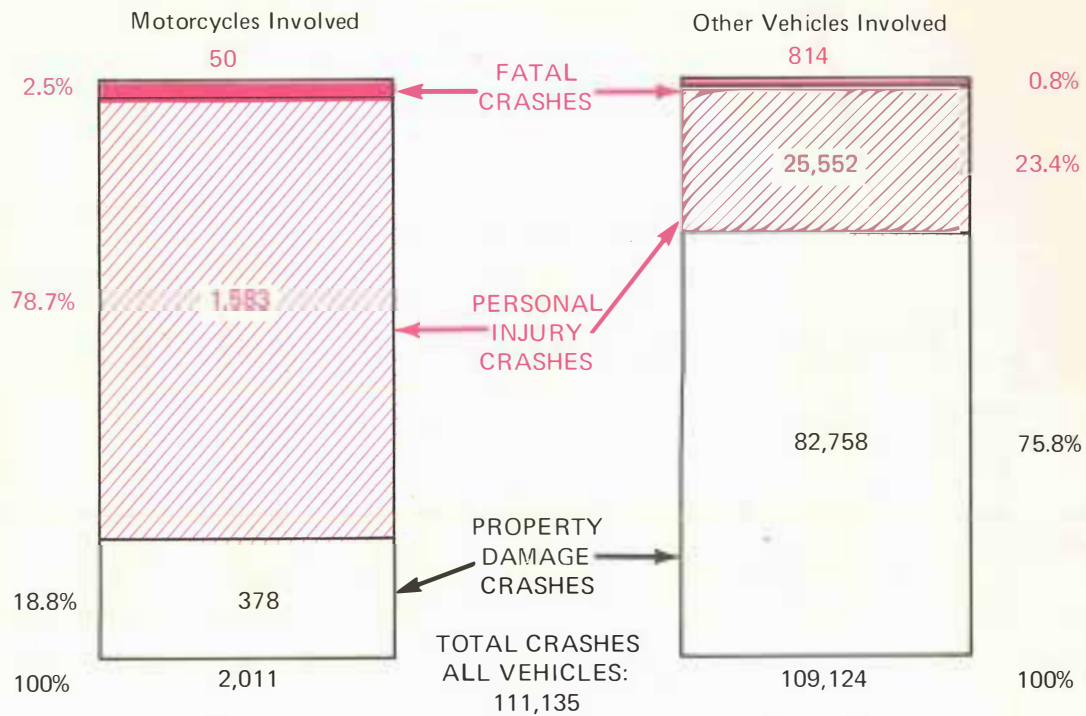


INJURIES IN MOTORCYCLE CRASHES, 1965 - 1972

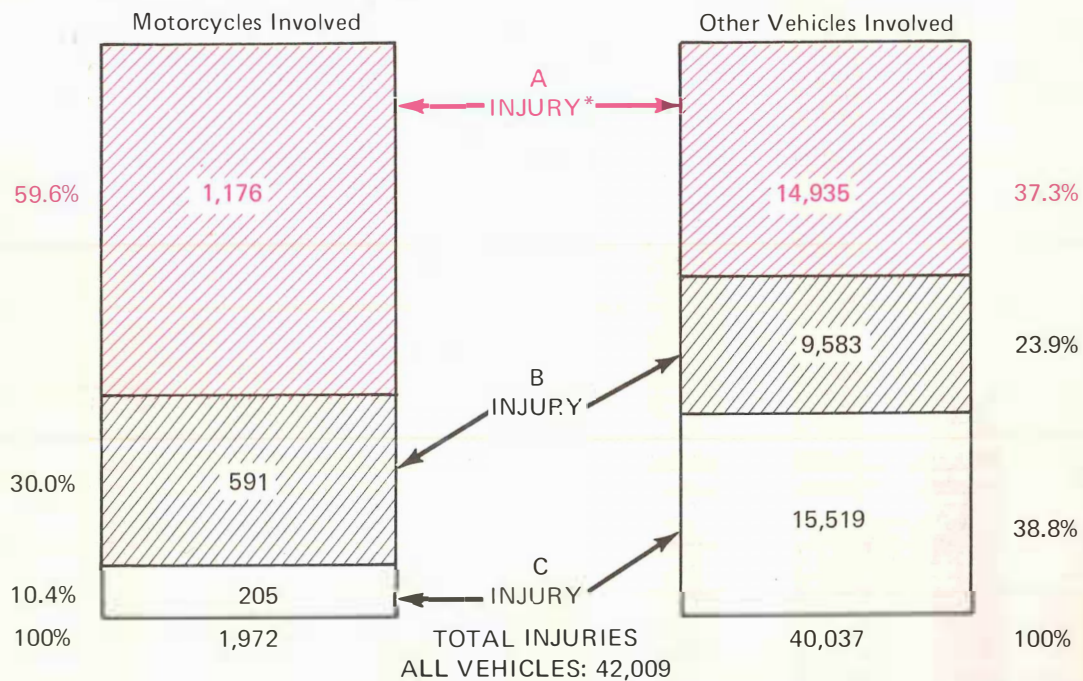




# SEVERITY OF CRASHES INVOLVING MOTORCYCLES AND ALL OTHER MOTOR VEHICLES, 1972



# SEVERITY OF INJURIES INVOLVING MOTORCYCLES AND ALL OTHER MOTOR VEHICLES, 1972



\*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

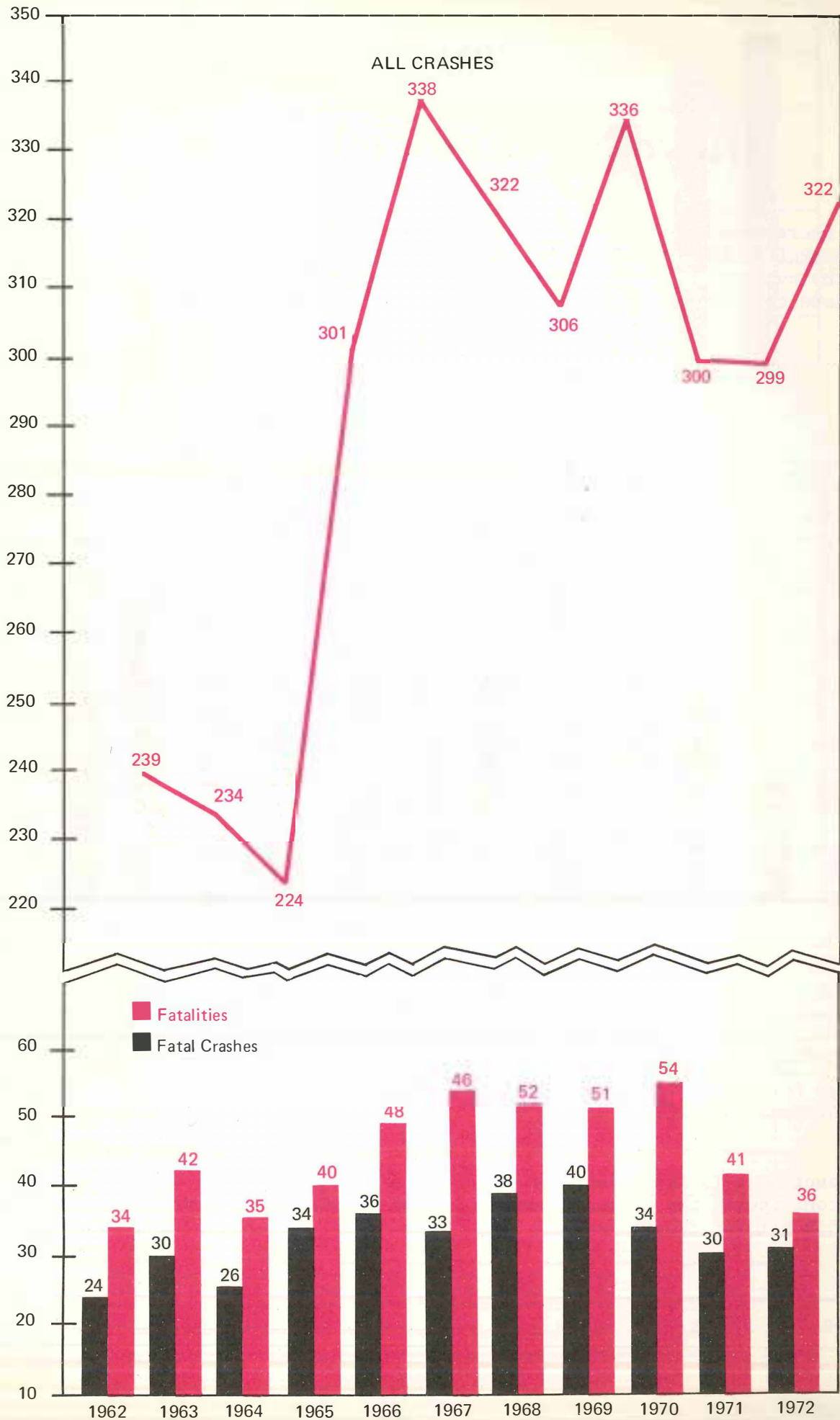
## **PART 4.**

# **Train - Involved Crashes**

Although there is no reliable information available as to an increase or decrease in frequency of contact between trains and other motor vehicles, accurate information is available as to the outcome of crashes between these types of transportation.

In 1972 there were 322 crashes involving railroad trains and other motor vehicles. Thirty-one of these crashes were fatal, killing 36 people. The totals and proportions have remained much the same over the years with the chances for fatality always being considerably higher in crashes involving trains than in crashes involving other types of vehicles.

# NUMBER OF TRAIN CRASHES, 1962 - 1972



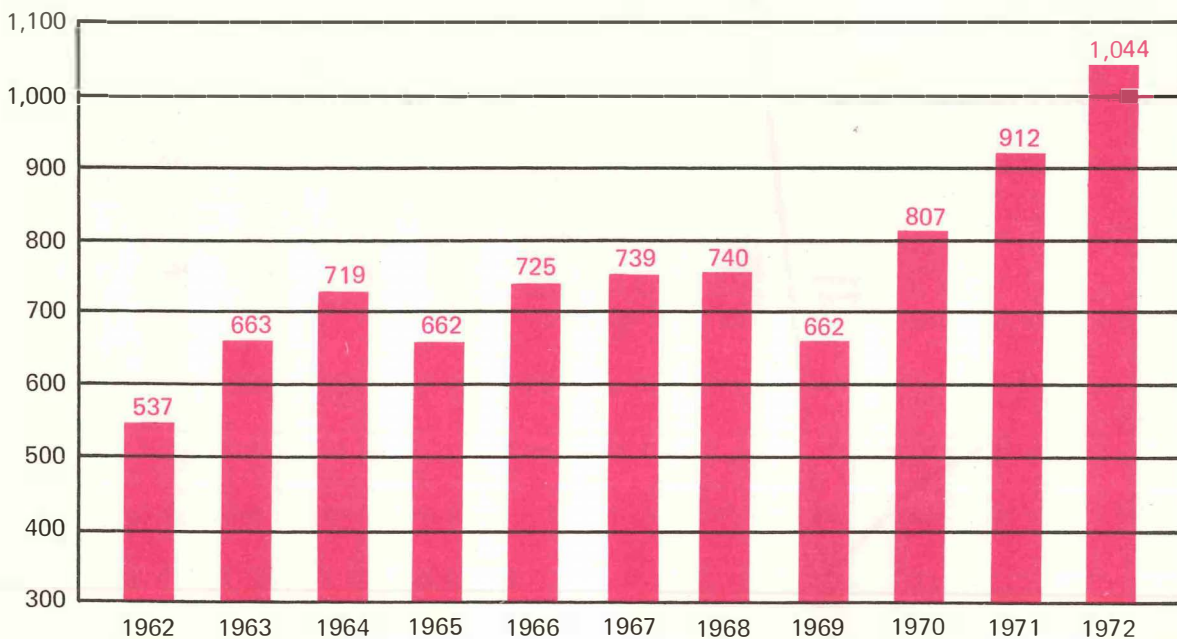


## PART 5.

# Bicycle - Involved Crashes

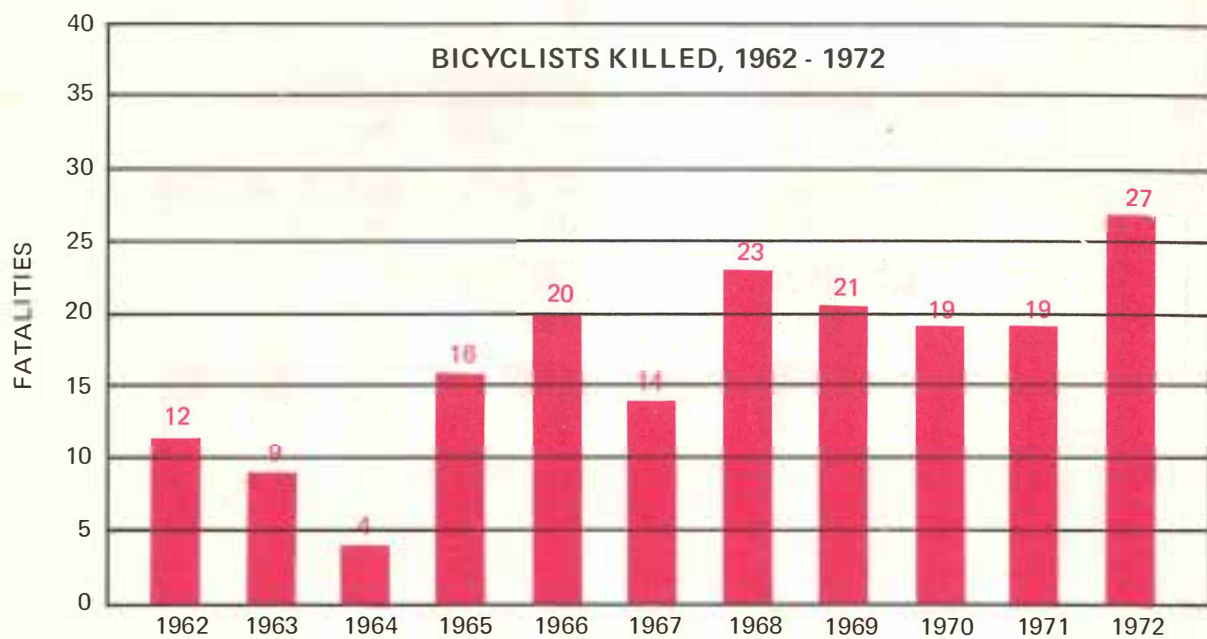
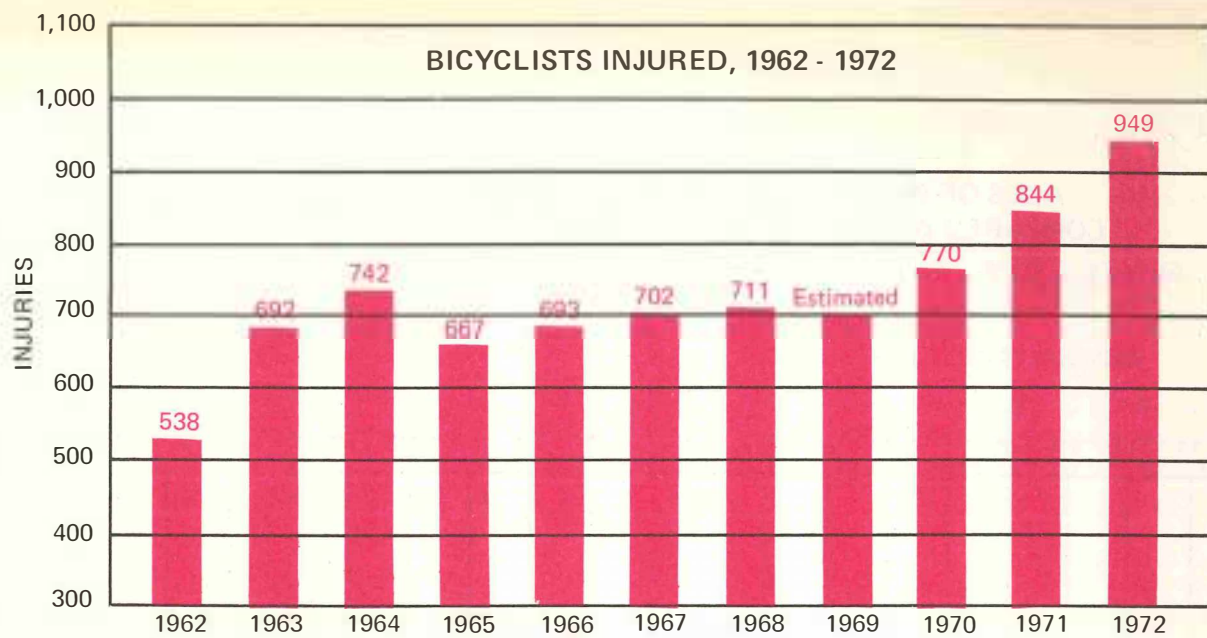
The increasing popularity of the bicycle as a means of transportation, method of exercise, and source of pleasure has obviously contributed to an increase in the numbers of this vehicle type on the highways, and has consequently increased the chances of bicyclists being involved in crashes of all types.

BICYCLE CRASHES, 1962 - 1972



More bicyclists were killed and injured in 1972 than in any previous year on record. The number of bicyclists injured in 1972 amounted to 242 more than the average for the previous 10 years, and 11 more were killed than the average for the same 10 years.

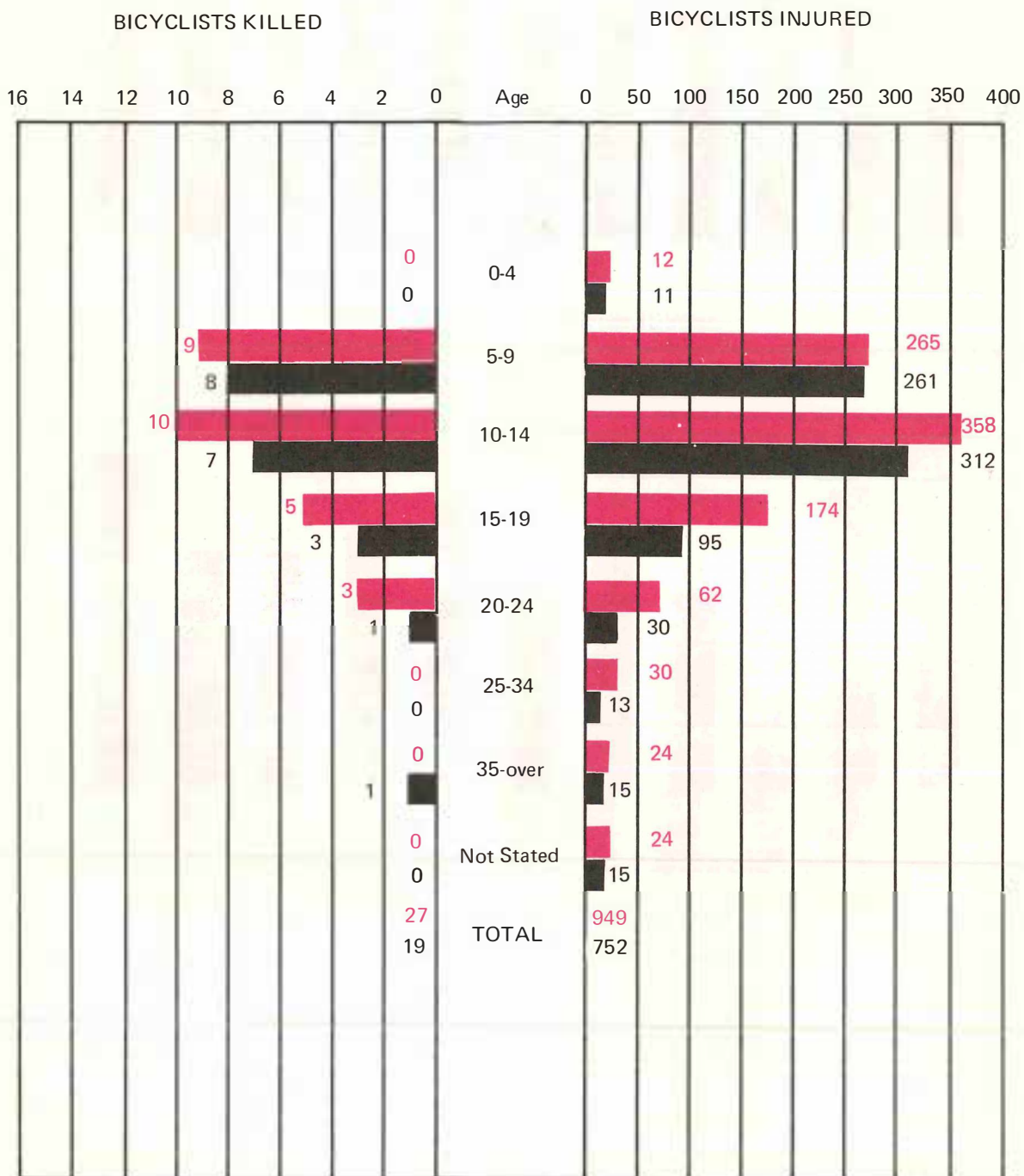
The young (age 15 and under) provided the greatest number of bike riders. They also contributed the greatest numbers killed and injured in 1972 -- 70 percent and 65.6 percent respectively.



**BICYCLISTS KILLED AND INJURED BY AGE AND SEX, 1972**

AGE GROUP	BICYCLISTS KILLED			BICYCLISTS INJURED		
	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL
0-4				9	3	12
5-9	7	2	9	206	59	265
10-14	7	3	10	283	75	358
15-19	5	0	5	117	57	174
20-24	1	2	3	30	32	62
25-34				23	7	30
35-44				5	4	9
45-54				2	1	3
55-64				4	2	6
65-74				4	0	4
75-over				2	0	2
Not Stated				18	6	24
<b>TOTAL</b>	<b>20</b>	<b>7</b>	<b>27</b>	<b>703</b>	<b>246</b>	<b>949</b>

# AGES OF BICYCLISTS KILLED AND INJURED IN 1972 COMPARED WITH THE AVERAGE YEAR FROM 1967 - 1971



■ 1972

■ Average of 1967 - 1971

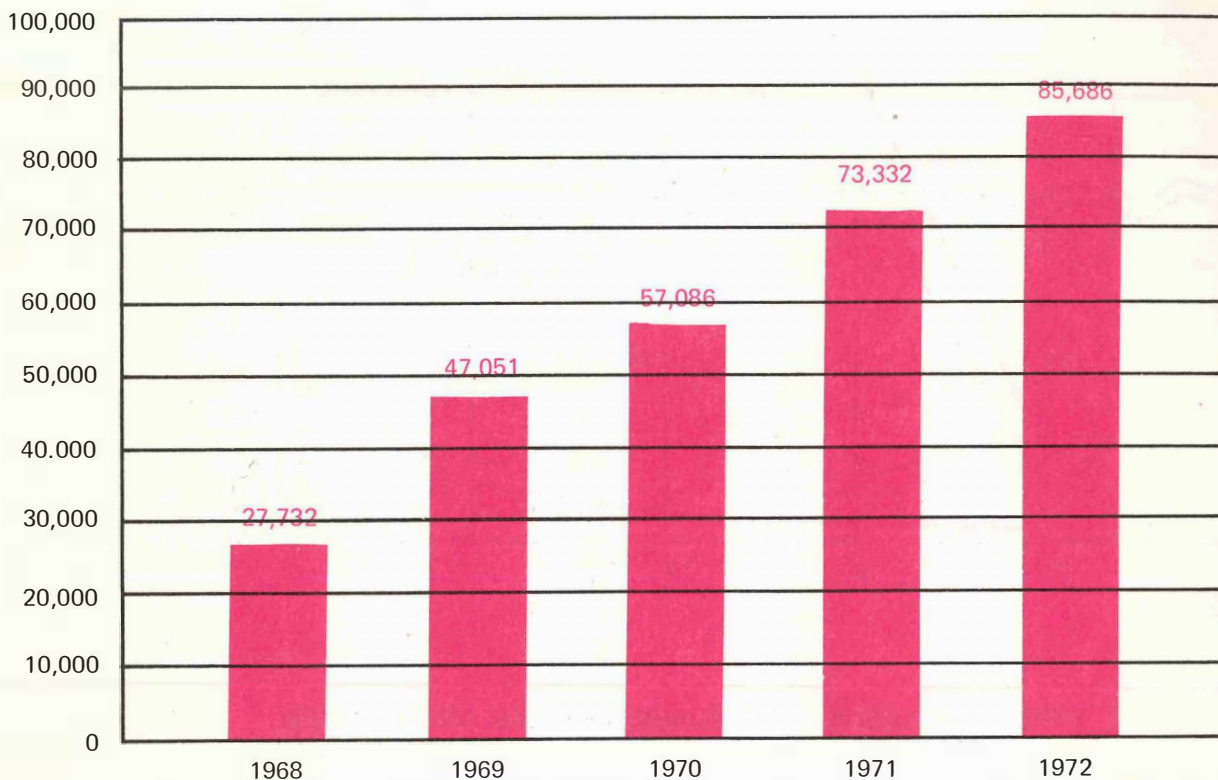


## PART 6.

# Snowmobile - Involved Crashes

Like the motorcycle, the snowmobile has come into the limelight in the past few years as a means of opening up Minnesota's great outdoors to larger and larger numbers of people. As an indication of this trend, the number of snowmobile registrations has tripled since 1968.

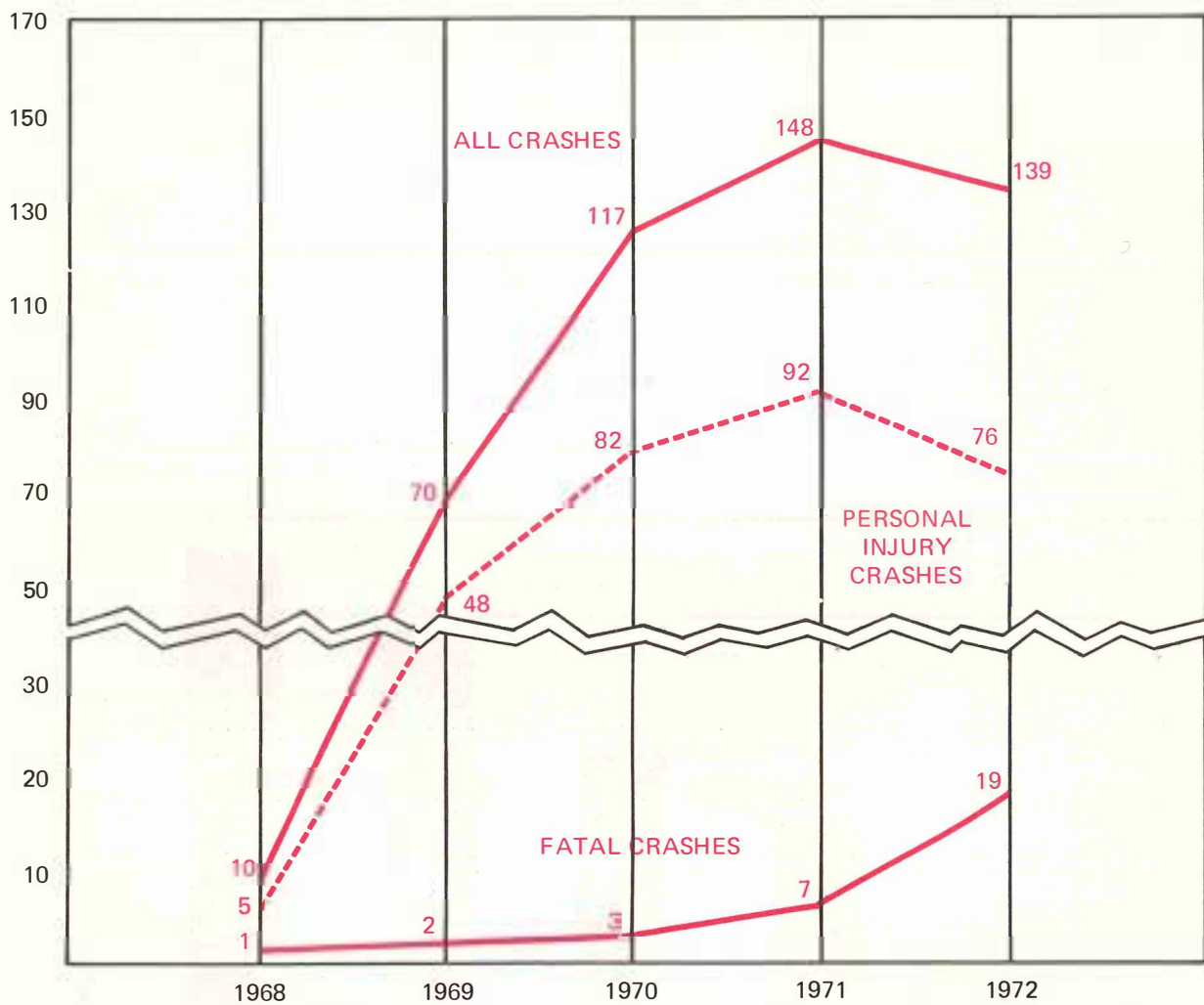
SNOWMOBILE LICENSES ISSUED, 1968 - 1972



The number of snowmobile crashes has risen steadily since 1968 with the exception of a slight dip in 1972. Personal injury crashes tend to follow the pattern for all crashes with the same dip taking place in 1972. Fatal crashes, however, show not only an increasing trend, but one which is increasing at a disproportionate rate. In fact, fatal crashes in 1972 were more than double those in 1971 and more than nine times as great as the number in 1969.

The snowmobile rider, like the motorcycle rider, is a very vulnerable individual. The 1972 statistics showed that the snowmobile rider involved in a crash had a better chance of escaping without any type of injury, but he had a greater chance of becoming a fatality than the motorcyclist. Thus, although there were less of the serious type injuries in snowmobile-involved crashes, there was a larger portion of fatalities on snowmobiles than on motorcycles.

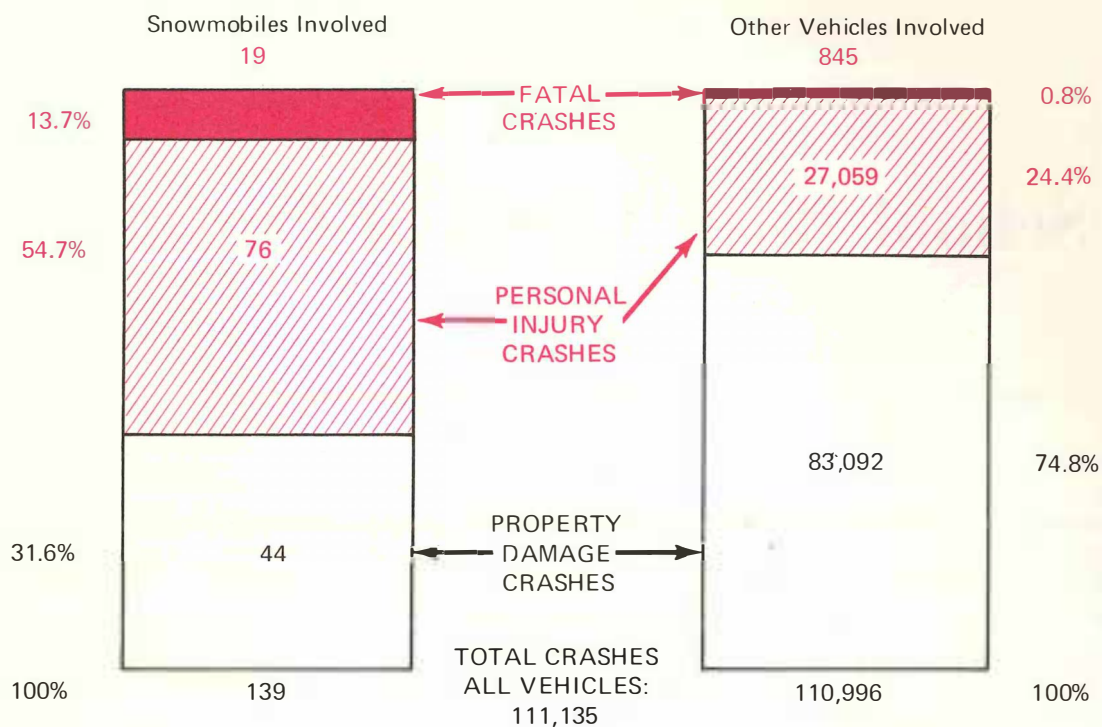
### SNOWMOBILE CRASHES, 1968 - 1972



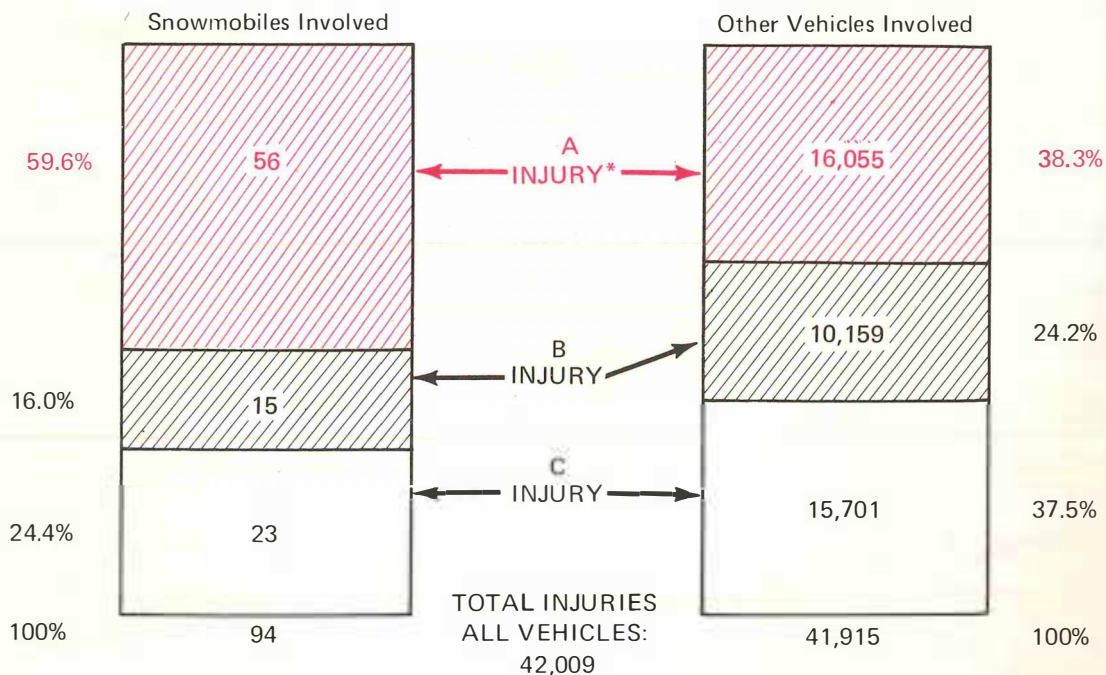
### TYPES OF CRASHES AND NUMBER KILLED AND INJURED

YEAR	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES	NUMBER KILLED	NUMBER INJURED
1968	10	1	5	4	1	6
1969	70	2	48	20	3	61
1970	117	3	82	32	3	100
1971	148	7	92	49	8	129
1972	139	19	76	44	19	94

## SEVERITY OF CRASHES INVOLVING SNOWMOBILES AND ALL OTHER MOTOR VEHICLES, 1972



## SEVERITY OF INJURIES INVOLVING SNOWMOBILES AND ALL OTHER MOTOR VEHICLES, 1972



\*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



## **PART 7.**

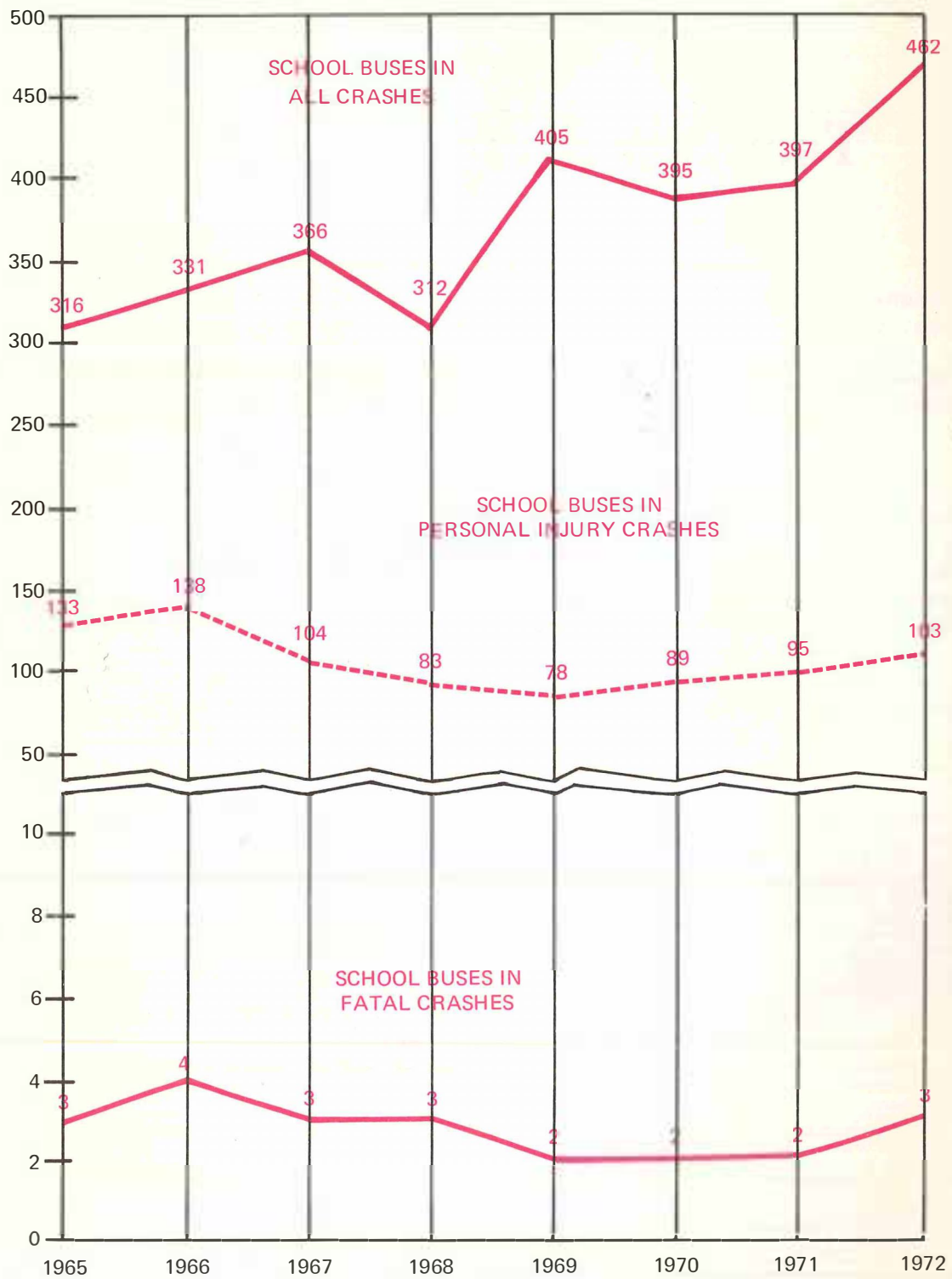
# **School Bus - Involved Crashes**

Over the years school buses have generally tended to contribute very little to the state crash picture.

In 1972, 462 school buses were involved in 449 crashes. This is less than one-half of one percent of all crashes involving motor vehicles in the state. Of this group 103 school buses were involved in 96 personal injury crashes and 3 fatal crashes killing a total of 3 people. Two out of the three persons killed were drivers of the other vehicles involved and one of the fatalities was a pedestrian who was running to meet the bus.

The statistics from 1965 through 1972 shed a very favorable light upon the school bus as a mode of transportation. The number of crashes involving school buses has gone up, which is understandable considering that more buses were on the road transporting more people in 1972. The number of fatal crashes in 1972 remained the same as in 1965, and the number of personal injury crashes actually dropped from the total in 1965.

# SCHOOL BUSES INVOLVED IN CRASHES, 1965 - 1972



## PART 8.

# Teen-Age Driver Crash Facts

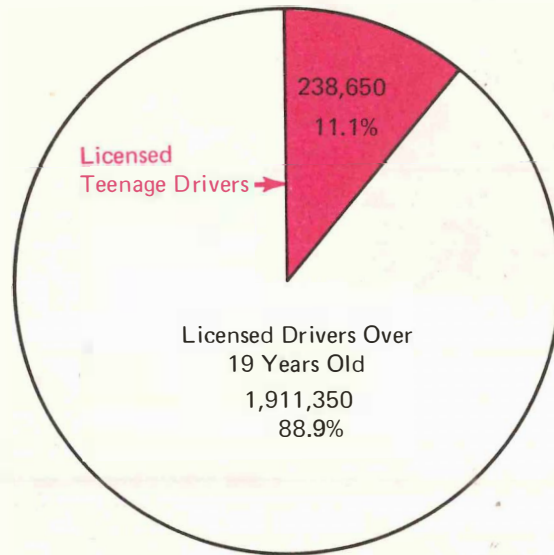
The teen-age driver has been stereotyped as a bad risk, both by insurance companies and by older drivers with whom he shares the highways and streets. To a certain degree such typical appraisals of teen-age drivers are correct. In the light of recent statistics, however, teen-age drivers show definite improvement and deserve a closer look and fairer evaluation.

The teen-age driver has always been disproportionately involved in motor vehicle crashes in relation to his actual appearance in the licensed driver population. Since 1968, however, this disproportion has become less. For example, in 1968 teen-agers composed 18.7 percent of the total group of licensed drivers involved in crashes, but they constituted only 10.1 percent of the licensed driver population. By 1972, the figures were 14.9 percent and 11.1 percent, respectively. Other statistics tend to show the same trend. For example, since 1967, the proportion of teen-agers involved in crashes compared to the total teen-age licensed driver population has generally decreased from 15.6 percent to 12.2 percent.

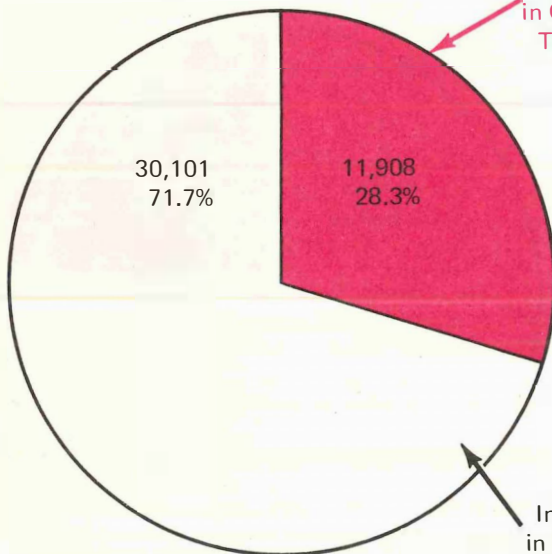
The numbers are still against the teen-ager, however. In 1972 teen-age drivers were involved in 23.9 percent of all crashes. Teen-agers were involved in 21.7 percent of all fatal crashes and in 26.9 percent of crashes involving personal injury. These statistics indicate that the teen-age driver in Minnesota, while improving steadily, must improve still more before being considered a positive element in the driver population.



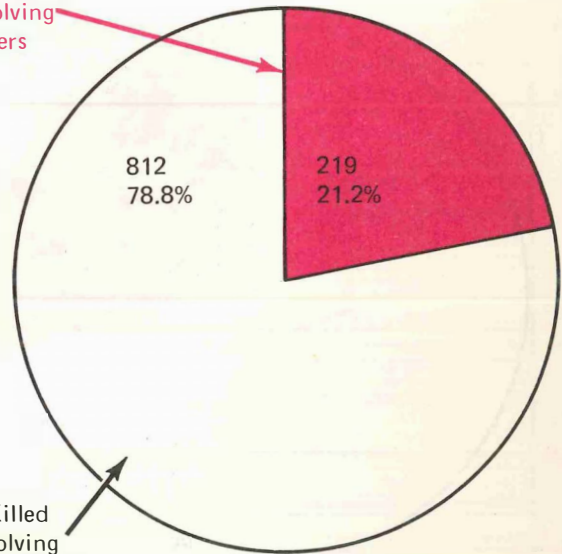
TOTAL ALL LICENSED DRIVERS  
2,150,000



TOTAL INJURED  
42,009



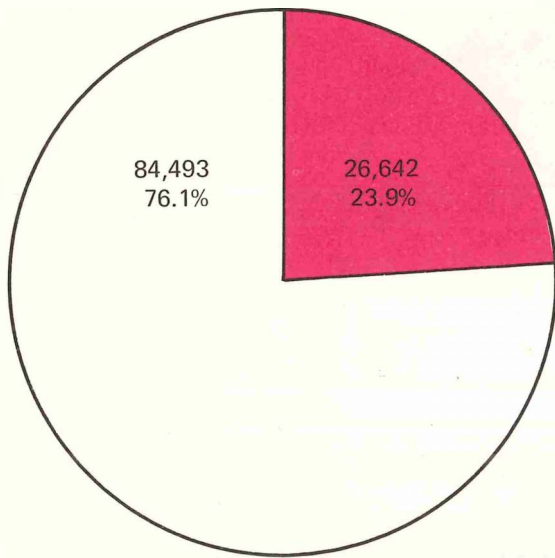
TOTAL KILLED  
1,031



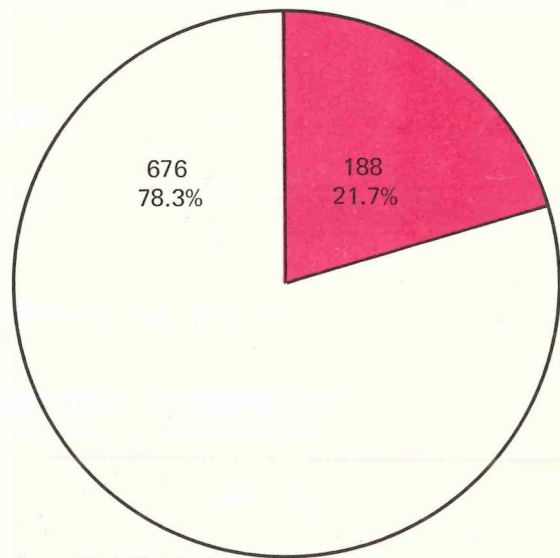
Injured and Killed  
in Crashes Involving  
Drivers Over 19 Years Old

## TEENAGE DRIVING RECORD, 1972

TOTAL CRASHES  
111,135



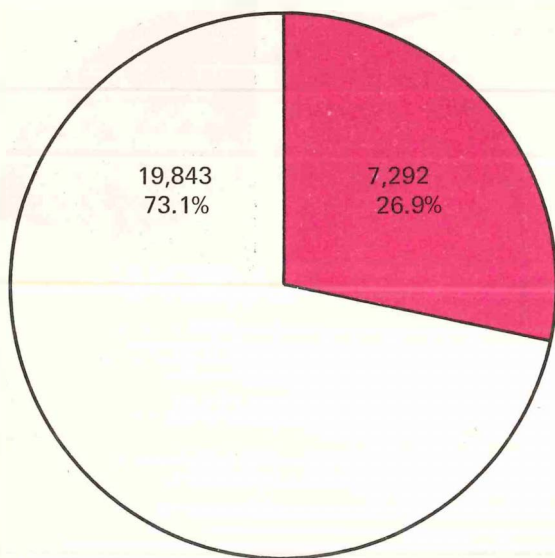
FATAL CRASHES  
864



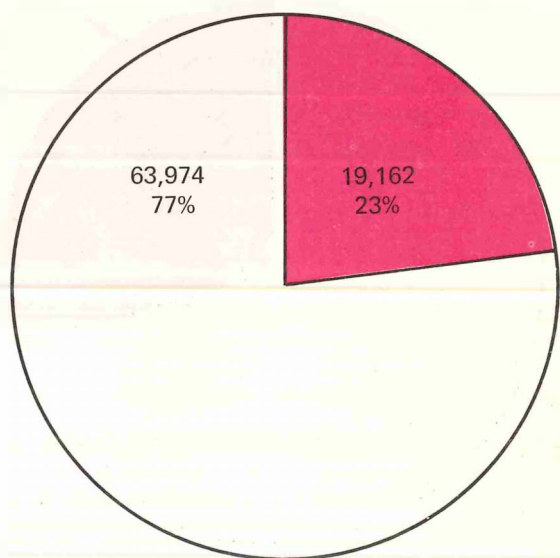
□ Crashes Involving Drivers  
Over 19 Years Old

■ Crashes Involving A  
Teenage Driver

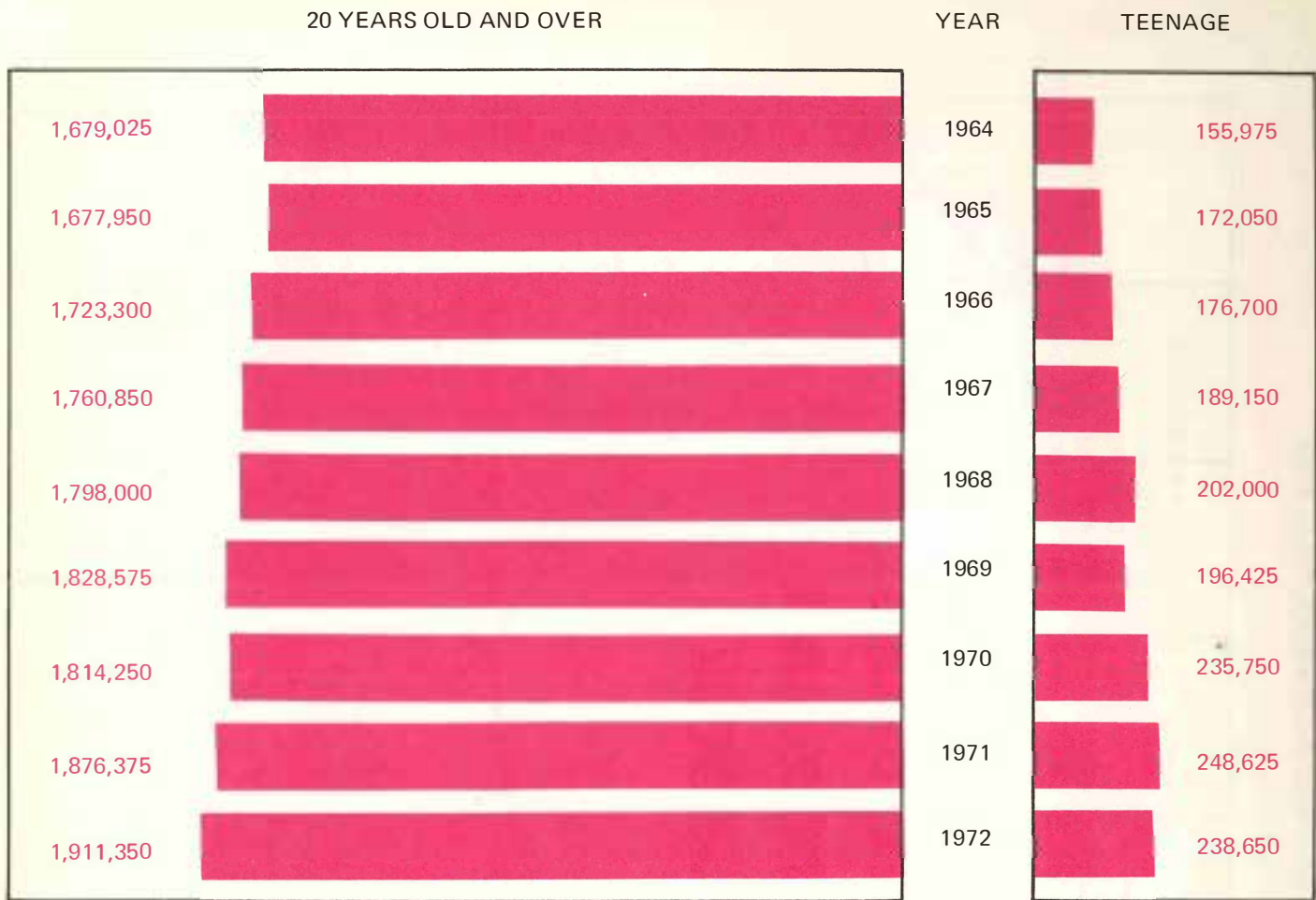
PERSONAL INJURY CRASHES  
27,135



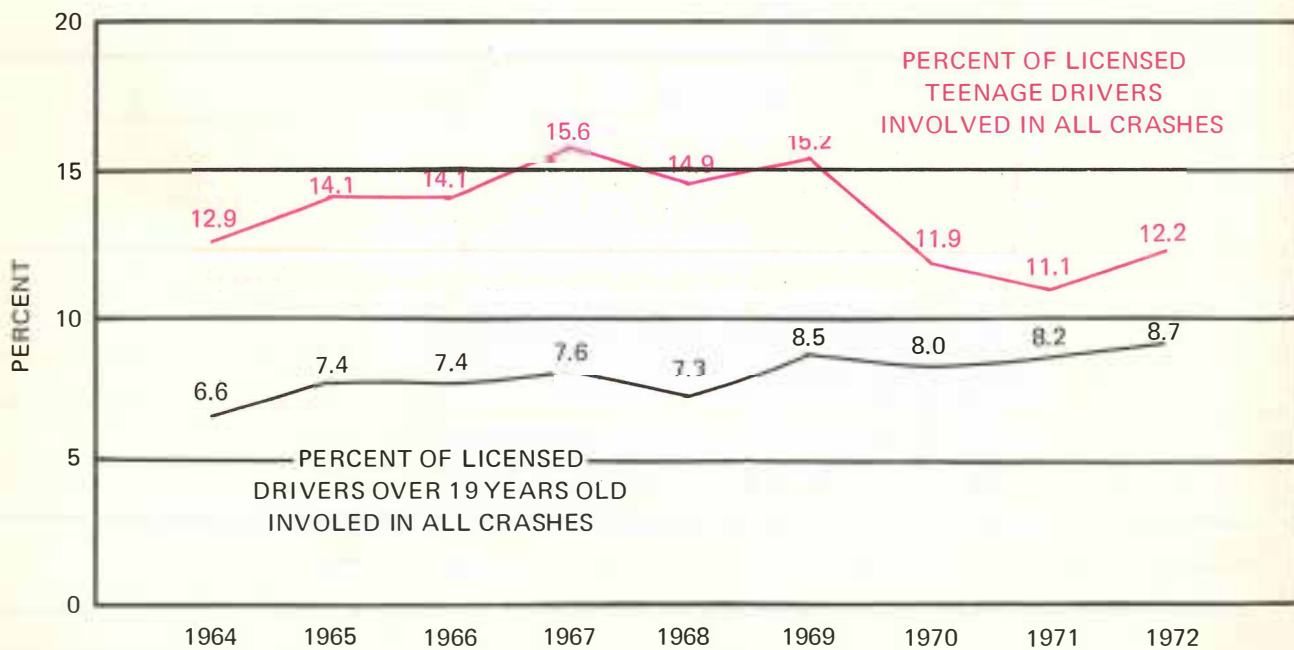
PROPERTY DAMAGE CRASHES  
83,136



# NUMBER OF LICENSED DRIVERS BY AGE, 1964 - 1972

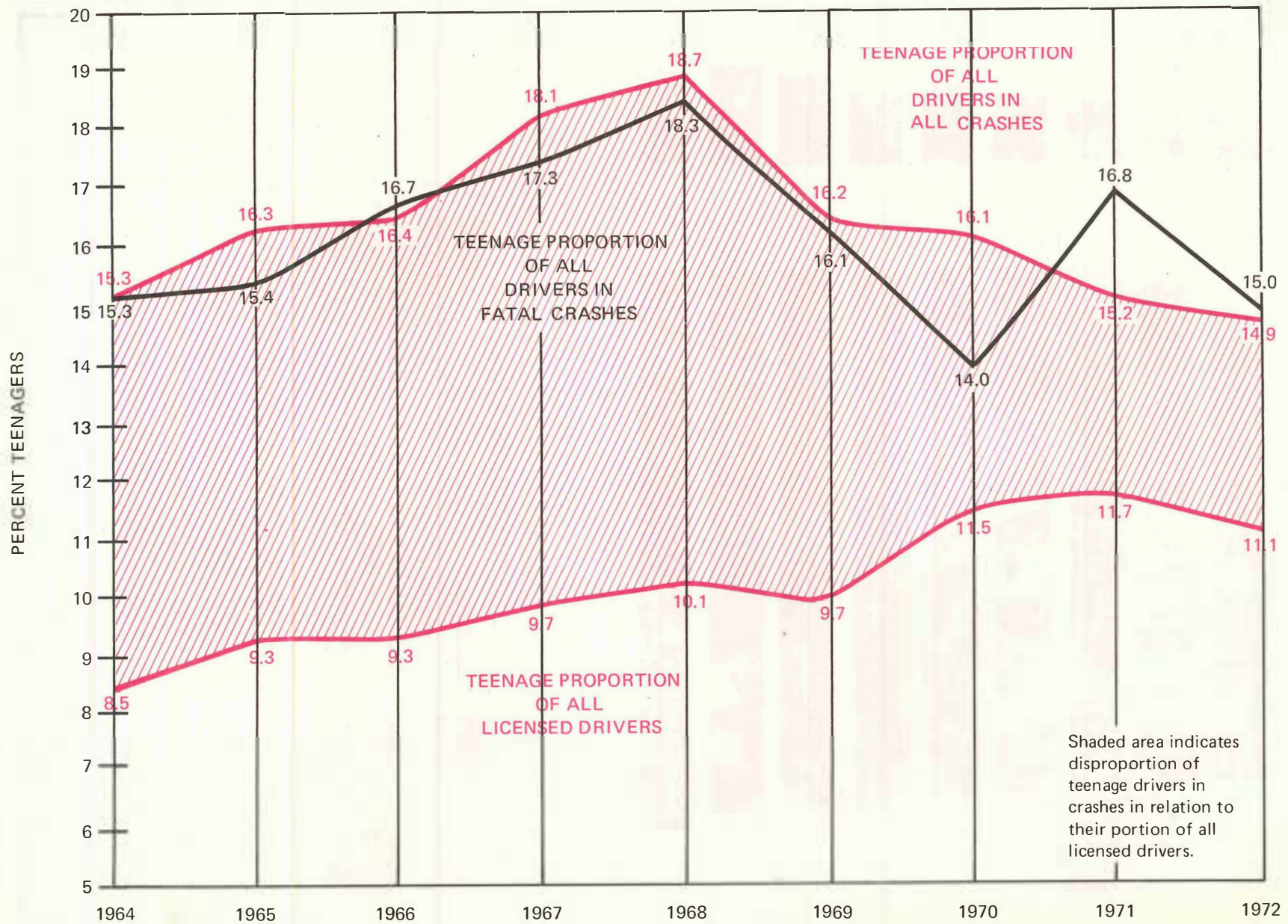


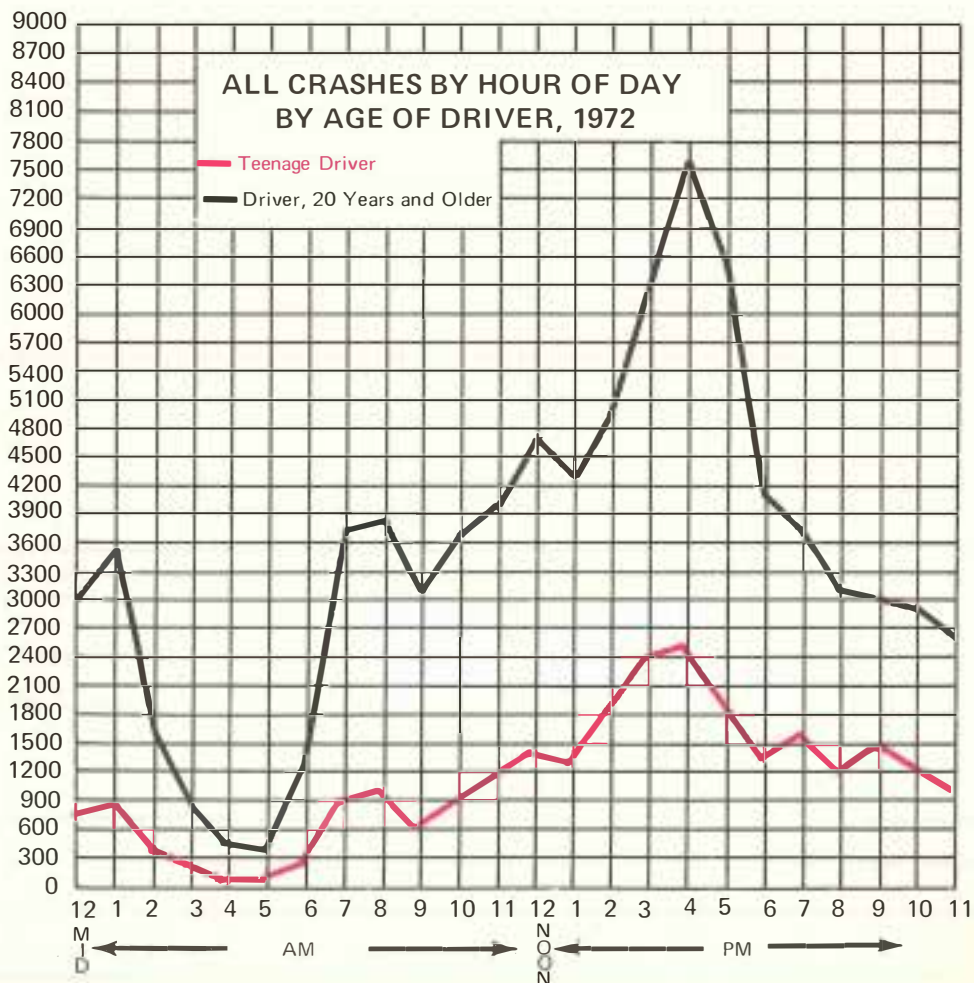
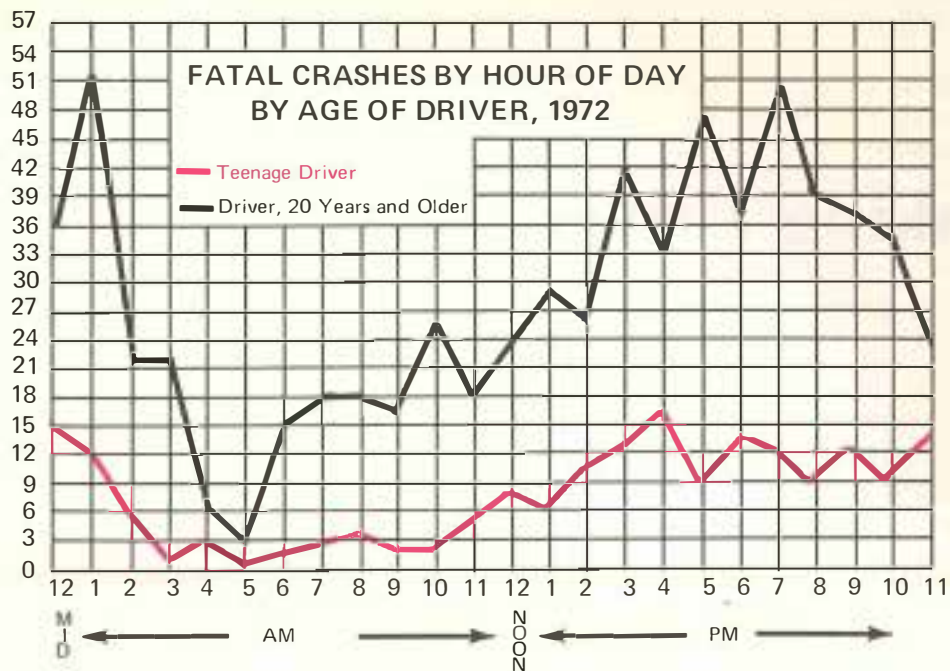
## PERCENT OF TEENAGE AND OTHER LICENSED DRIVERS INVOLVED IN CRASHES, 1964 - 1972





# TEENAGE DRIVERS AS A PERCENT OF ALL LICENSED DRIVERS AND AS A PERCENT OF DRIVERS IN CRASHES, 1964 - 1972







## PART 9.

# Drinking Drivers and Pedestrians

In 1972, 567 drivers were killed in motor vehicle crashes. Alcohol content was determined for 398 (70.2 percent) of these drivers, with 57.5 percent testing positive. Of the 229 alcohol-positive drivers, 177 (77.3 percent) were at or above the illegal intoxication level of 0.10 percent BAC (blood alcohol content). The drinking driver tends to be a danger not only to himself but to all others sharing the road with him. In 1972, 45.9 percent of the 229 alcohol-positive drivers were involved in multi-vehicle crashes and an additional 39.3 percent were involved in single-car "ran-off-the-road" type crashes.

July, September and October provided the largest proportions of positive-testing fatal cases with 12.2 percent, 13.1 percent and 13.1 percent respectively. The hours of midnight to 3 a.m. contributed 31.0 percent of all alcohol-positive cases, while the hours of 6 to 9 p.m. and 9 p.m. to midnight contributed the next highest proportions at 20.5 percent and 21.0 percent respectively.

In 1972, there were 11,303 DWI (driving while intoxicated) convictions. Out of this group, 20.1 percent or 2,267 drivers were convicted for the second time or more. The repeat convictions begin to fall off quite sharply after the second conviction and there are very, very few people who survive or are caught and convicted five times or more -- less than 1 percent of the total repeat convictions in any one year.

In 1972, 568 drivers' licenses were revoked for refusal to submit to a blood alcohol content test. This was a 34 percent increase over the number of revocations in 1971, but a 34 percent decrease from the 1970 figure of 855, the largest number of revocations ever made under the implied consent law. This post-1970 decrease is a result of a Minnesota Supreme Court ruling in March 1971 that a driver who refuses a chemical test cannot have his license revoked under the implied consent law if he pleads guilty to driving while intoxicated.



Out of the 132 pedestrians killed in 1972, 67 were tested for alcohol. This is a substantial increase over the previous years. Of these 67 alcohol-tested pedestrian fatalities, 31 had alcohol in their system with 26 testing at or above the 0.10 percent BAC level. Of the positive-testing group, 45.1 percent were between the ages of 16 and 24, and 12.9 percent were 65 years old or older.

A more in-depth analysis regarding alcohol and highway safety is available from the Department of Public Safety in a booklet entitled "Minnesota Alcohol Programs for Highway Safety, 1972...An Overview with Statistics."

#### 1972 ALCOHOL-POSITIVE DRIVER FATALITIES

TYPE OF CRASH	NUMBER OF DRIVER FATALITIES	PERCENT OF DRIVER FATALITIES
Multi-vehicle Collision	105	45.9%
Ran Off the Road	90	39.3
Collision With:		
Parked Vehicle	5	2.2
Fixed Object	25	10.9
Animal, Other Object, Bicycle	0	0.0
Pedestrian	1	0.4
Railroad Train	2	0.9
Snowmobile	1	0.4
TOTALS	229	100.0%

# DRINKING DRIVER FACTS, 1968 - 1972

1968	%	1969	%	1970	%	1971	%	1972	%	
1,060		988		987		1,024		1,031		people were killed in motor vehicle crashes
531	49.6	504	51.0	488	49.5	510	49.9	567	54.9	drivers were killed
265	49.9	270	53.5	241	49.4	259	50.8	398	70.2	fatally injured drivers were tested for alcohol content
144	54.3	147	54.5	142	59.0	155	59.8	229	57.5	of those tested had alcohol in their system (called positive cases)
114	79.2	122	82.9	122	85.9	126	81.3	177	77.3	of the positive cases were at or above the 0.10% level of intoxication
131	91.0	137	93.1	136	95.8	141	91.0	210	91.7	of the positive cases were male
13	9.0	10	6.9	6	4.2	14	9.0	19	8.3	of the positive cases were female
37	32.5	46	31.3	42	29.5	48	31.0	56	31.6	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	75	48.4	100	43.7	of the positive cases were between the ages of 16 and 24
56	83.6	62	98.4	49	84.5	60	80.0	68	68.0	of the 16 to 24-year-olds testing positive were at or above 0.10%
26	18.1	33	22.4	22	15.5	34	21.9	38	16.6	of the positive cases were under the legal drinking age of 21.

# 1972 DRIVER FATALITIES, LEVEL OF INTOXICATION AND AGE

AGE	TOTAL KILLED	TOTAL TESTED	TOTAL NEGATIVE	BLOOD ALCOHOL CONCENTRATION (PERCENT)						PERCENT OF AGE GROUP TESTING POSITIVE	PERCENT OF ALL POSITIVE CASES
				.010- .049	.050- .099	.100- .149	.150- .249	.250- over	TOTAL POSITIVE		
0-15	8	3	2	1					1	33.3	0.4
16-20	93	63	26	5	11	9	11	1	37	58.7	16.2
21-24	107	85	22	7	9	10	27	10	63	74.1	27.5
25-29	62	44	15	3	1	6	18	1	29	65.9	12.7
30-34	44	35	8	1	2	2	17	5	27	77.1	11.8
35-39	25	22	10	1		4	3	4	12	54.5	5.2
40-44	36	25	6	1	2	1	9	6	19	76.0	8.3
45-49	31	22	14				3	5	8	36.4	3.5
50-54	25	18	10			1	4	3	8	44.4	3.5
55-59	20	15	9	1		1	3	1	6	40.0	2.6
60-64	38	24	12	2	2	1	4	3	12	50.0	5.2
65-up	77	42	35	1	2	1	3		7	16.7	3.1
unknown	1	0									
TOTALS	567	398	169	23	29	36	102	39	229	57.5	100.0



# 1972 DRIVER FATALITIES, LEVEL OF INTOXICATION AND TIME OF CRASH

TIME	TOTAL KILLED	TOTAL TESTED	TOTAL NEGATIVE	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		
Mid-3am	95	79	8	5	10	12	34	10	71	89.9	31.0
3am-6am	21	18	2	1	2	4	9		16	88.9	7.0
6am-9am	44	29	16	3	1	4	4	1	13	44.8	5.7
9am-Noon	41	21	20			1			1	4.8	0.4
Noon-3pm	71	44	35	2	1	1	3	2	9	20.5	3.9
3pm-6pm	105	65	42	4	2	4	5	8	23	35.4	10.1
6pm-9pm	102	77	30	5	4	6	22	10	47	61.0	20.5
9pm-Mid	87	64	16	3	8	4	25	8	48	75.0	21.0
unknown	1	1	0		1				1	100.0	0.4
TOTALS	567	398	169	23	29	36	102	39	229	57.5	100.0

# 1972 DRIVER FATALITIES, LEVEL OF INTOXICATION AND MONTH OF CRASH

MONTH	TOTAL KILLED	TOTAL TESTED	TOTAL NEGATIVE	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		
January	23	15	8	1	2	1	2	1	7	46.7	3.1
February	26	19	5		1	1	11	1	14	73.7	6.1
March	20	14	7			1	4	2	7	50.0	3.1
April	35	26	8	3	1		10	4	18	69.2	7.9
May	52	34	13	1	4	5	6	5	21	61.8	9.2
June	67	40	20	3	4	1	8	4	20	50.0	8.7
July	69	46	18	3	3	6	13	3	28	60.9	12.2
August	40	32	15	1	1	4	9	2	17	53.1	7.4
September	78	54	24	2	3	4	15	6	30	55.6	13.1
October	64	53	23	6	5	4	10	5	30	56.6	13.1
November	50	32	16	1	2	4	6	3	16	50.0	6.9
December	43	33	12	2	3	5	8	3	21	63.6	9.2
TOTALS	567	398	169	23	29	36	102	39	229	57.5	100.0

# 1972 DRIVER FATALITIES, LEVEL OF INTOXICATION AND ROAD CLASS OF CRASH

ROAD CLASS	TOTAL KILLED	TOTAL TESTED	TOTAL NEGATIVE	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		
Interstate-(rural)	4	2	1				1		1	50.0	0.4
Interstate-(urban)	11	8	4			1	3		4	50.0	1.7
Trunk Hwy-(rural)	255	198	98	10	13	15	45	17	100	50.5	43.7
Trunk Hwy-(urban)	60	41	10	4	3	9	12	3	31	75.6	13.5
County Road	171	116	40	9	10	9	32	16	76	65.5	33.2
City Street	42	24	11		1	2	7	3	13	54.2	5.7
Township Road	24	9	5		2		2		4	44.4	1.8
TOTALS	567	398	169	23	29	36	102	39	229	57.5	100.0



### DWI CONVICTIONS, 1964 - 1972

1972	11,303
1971	9,687
1970	8,634
1969	8,471
1968	7,431
1967	5,977
1966	5,792
1965	6,133
1964	6,307

### REVOCATIONS UNDER THE IMPLIED CONSENT LAW, 1964 - 1972

1972	568
1971	423
1970	855
1969	691
1968	166
1967	22
1966	22
1965	25
1964	17

### REPEAT DWI CONVICTIONS, 1966 - 1972

	1966	1967	1968	1969	1970	1971	1972
Second Conviction	851	708	983	1,162	1,316	1,454	1,716
Third Conviction	197	200	228	276	351	370	419
Fourth Conviction	44	34	48	41	64	57	98
Fifth Conviction	11	7	7	10	22	23	24
Sixth Conviction	3	2	4	3	3	6	4
Seventh Conviction	0	0	0	0	3	1	2
Eighth Conviction	2	0	0	0	1	2	2
Ninth Conviction	2	1	0	0	0	1	0
Tenth Conviction	0	0	0	0	0	1	0
Eleventh Conviction	0	0	0	0	0	0	1
Twelfth Conviction	0	0	0	0	0	0	1
Total Repeat Convictions	1,110	952	1,270	1,492	1,760	1,915	2,267
Total DWI Convictions	5,792	5,977	7,431	8,471	8,634	9,687	11,303
Percent Repeat Convictions	19.2%	15.9%	17.1%	17.6%	20.4%	19.8%	20.1%

**BLOOD ALCOHOL LEVELS IN 1972 DWI ARRESTS  
(SAMPLES ANALYZED BY STATE LABORATORY)**

AGE	TOTAL TESTED	TOTAL NEGATIVE	BLOOD ALCOHOL CONCENTRATION (PERCENT)					TOTAL POSITIVE	PERCENT OF AGE GROUP POSITIVE	PERCENT OF TOTAL TESTING POSITIVE
			.010-.049	.050-.099	.100-.149	.150-.249	.250-over			
Not Determined	655	40	8	36	93	391	87	615	93.9	11.8
15 and under	12	3	0	4	3	2	0	9	75.0	0.2
16 - 20	643	50	35	75	158	312	13	593	92.2	11.3
21 - 24	919	30	12	50	122	638	67	889	96.7	17.0
25 - 34	1,055	23	8	20	128	716	160	1,032	97.8	19.7
35 - 44	835	15	4	16	59	524	217	820	98.2	15.7
45 - 54	749	15	4	17	58	478	177	734	98.0	14.0
55 - 64	415	10	8	14	33	257	93	405	97.6	7.7
65 - over	142	7	1	5	22	89	18	135	95.1	2.6
TOTALS	5,425	193	80	237	676	3,407	832	5,232	96.4	100.0

### HIGHWAY PATROL DWI ARRESTS AND CONVICTIONS, 1964 - 1972

YEAR	NUMBER ARRESTS	NUMBER CONVICTIONS	PERCENT CONVICTIONS
1972	3,534	2,752	77.9
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

### BLOOD ALCOHOL LEVELS IN STATEWIDE DWI ARRESTS, 1969 - 1972 (SAMPLES ANALYZED BY STATE LABORATORY)

ALCOHOL LEVEL (Percent)	1969	1970	1971	1972
Negative (.000-.009)	137	151	166	193
.010-.049	114	86	52	80
.050-.099	178	176	229	237
.100-.149	559	612	469	676
.150-.199	1,154	1,343	1,653	1,985
.200-.249	878	905	1,063	1,422
.250-.299	327	293	570	658
.300-.349	52	54	74	141
.350-.399	10	12	27	33
TOTAL	3,409	3,632	4,303	5,425

# 1972 MINNESOTA DWI CONVICTIONS BY COUNTY

## COUNTY

Aitkin . . . . .	61
Anoka . . . . .	324
Becker . . . . .	89
Beltrami . . . . .	83
Benton . . . . .	34
Big Stone . . . . .	40
Blue Earth . . . . .	219
Brown . . . . .	95
Carlton . . . . .	155
Carver . . . . .	86
Cass . . . . .	86
Chippewa . . . . .	29
Chisago . . . . .	87
Clay . . . . .	103
Clearwater . . . . .	18
Cook . . . . .	16
Cottonwood . . . . .	11
Crow Wing . . . . .	88
Dakota . . . . .	350
Dodge . . . . .	28
Douglas . . . . .	159
Faribault . . . . .	51
Fillmore . . . . .	83
Freeborn . . . . .	171
Goodhue . . . . .	111
Grant . . . . .	6
Hennepin . . . . .	3,182
(Minneapolis - 1,696)	
Houston . . . . .	68
Hubbard . . . . .	29
Isanti . . . . .	75
Itasca . . . . .	255
Jackson . . . . .	32
Kanabec . . . . .	52
Kandiyohi . . . . .	120
Kittson . . . . .	31
Koochiching . . . . .	58
Lac Qui Parle . . . . .	18
Lake . . . . .	35
Lake of the Woods . . . . .	17
Le Sueur . . . . .	20
Lincoln . . . . .	8
Lyon . . . . .	61
McLeod . . . . .	31
Mahnomen . . . . .	17

## COUNTY

Marshall . . . . .	8
Martin . . . . .	80
Meeker . . . . .	42
Mille Lacs . . . . .	62
Morrison . . . . .	135
Mower . . . . .	161
Murray . . . . .	27
Nicollet . . . . .	102
Nobles . . . . .	61
Norman . . . . .	16
Olmsted . . . . .	212
Otter Tail . . . . .	280
Pennington . . . . .	112
Pine . . . . .	90
Pipestone . . . . .	37
Polk . . . . .	209
Pope . . . . .	88
Ramsey . . . . .	814
(St. Paul - 414)	
Red Lake . . . . .	58
Redwood . . . . .	12
Renville . . . . .	25
Rice . . . . .	71
Rock . . . . .	9
Roseau . . . . .	61
St. Louis . . . . .	468
(Duluth - 292)	
Scott . . . . .	119
Sherburne . . . . .	94
Sibley . . . . .	33
Stearns . . . . .	209
Steele . . . . .	68
Stevens . . . . .	24
Swift . . . . .	41
Todd . . . . .	49
Traverse . . . . .	36
Wabasha . . . . .	17
Wadena . . . . .	61
Waseca . . . . .	35
Washington . . . . .	215
Watonwan . . . . .	41
Wilkin . . . . .	69
Winona . . . . .	34
Wright . . . . .	182
Yellow Medicine . . . . .	44

TOTAL	11,303
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### DRINKING PEDESTRIAN FACTS, 1968 - 1972

1968	%	1969	%	1970	%	1971	%	1972	%	
122		114		149		157		132		pedestrians were killed in motor vehicle crashes*
46	37.7	34	29.8	41	27.5	44	28.0	67	50.8	fatally injured pedestrians were tested for alcohol
11	23.9	17	50.0	20	48.7	30	68.2	31	46.3	of those tested had alcohol in their system (called positive cases)
10	91.0	15	88.1	14	70.0	23	76.7	26	83.9	of the positive cases were at or above the 0.10% level of intoxication
4	36.4	2	11.8	3	15.0	10	33.3	4	12.9	of the positive cases were 65 or older
0	0.0	1	5.9	3	15.0	5	16.7	9	29.0	of the positive cases were under the legal drinking age of 21

\* Includes pedestrians killed in all types of motor vehicle crashes, including those in which the pedestrian was hit subsequent to the initial incident.

# 1972 PEDESTRIAN FATALITIES, LEVEL OF INTOXICATION BY AGE

				BLOOD ALCOHOL CONCENTRATION (PERCENT)							
				.010- .049	.050- .099	.100- .149	.150- .249	.250- over	TOTAL POSITIVE		
AGE	TOTAL KILLED	TOTAL TESTED	TOTAL NEGATIVE							PERCENT OF AGE GROUP TESTING POSITIVE	PERCENT OF ALL POSITIVE CASES
0-15	30	7	6				1		1	14.3	3.2
16-20	17	13	5	2			6		8	61.5	25.8
21-24	12	8	2			1	5		6	75.0	19.3
25-29	8	5	3		1		1		2	40.0	6.5
30-34	4	2	0				2		2	100.0	6.5
35-39	3	3	0			1	1	1	3	100.0	9.7
40-44	5	4	1				2	1	3	75.0	9.7
45-49	5	4	3					1	1	25.0	3.2
50-54	1	1	0				1		1	100.0	3.2
55-59	2	1	1						0	0.0	0.0
60-64	2	1	1						0	0.0	0.0
65-up	43	18	14	1	1	1	1		4	22.2	12.9
TOTALS	132	67	36	3	2	3	20	3	31	46.3	100.0



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