# Facts on MOTOR VEHICLE CRASHES in MINNESOTA during 1973

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

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Highway Safety and Research Section
211 State Highway Building
St. Paul, Minnesota 55155

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# Introduction

This report has been prepared by the Minnesota Department of Public Safety in accordance with Minnesota Statutes, Section 169.10, for the year 1973. 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.

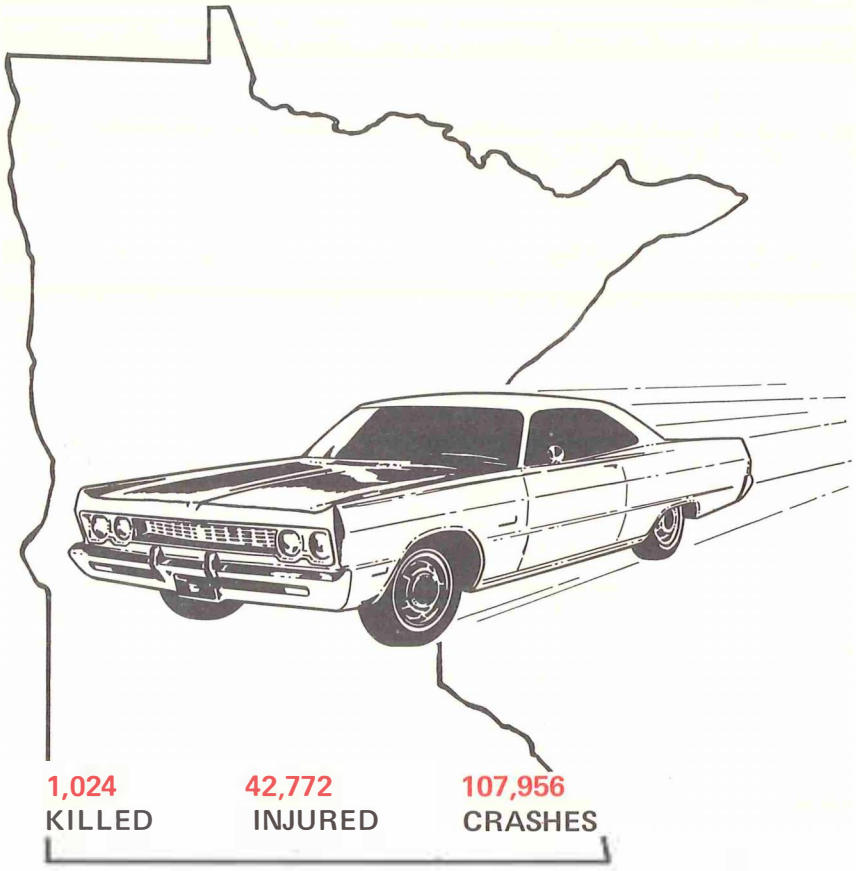
Selected highway crash data are presented to determine trends, to point out problem areas and to establish the dominant characteristics of motor vehicle crashes in Minnesota so that appropriate countermeasures can be implemented.

In 1973, 1,024 people were killed and 42,772 injured in 107,956 crashes throughout the state. Over 2.5 million vehicles traveled 24.9 billion miles on 128,302 miles of roadway. Approximately 2.20 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 1973 has been set at $540,781,500. This figure is derived from cost breakdowns established by the Department of Transportation for fatalities, injuries and damage done in fatal, personal injury and property damage crashes.

The report itself is divided into nine parts, the first examining the vehicles, drivers and crashes, the other reviewing pedestrians, alcohol involvement, and selected types of motor vehicle crashes. Graphical charts as well as data tables have been included in the hopes 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 1973.

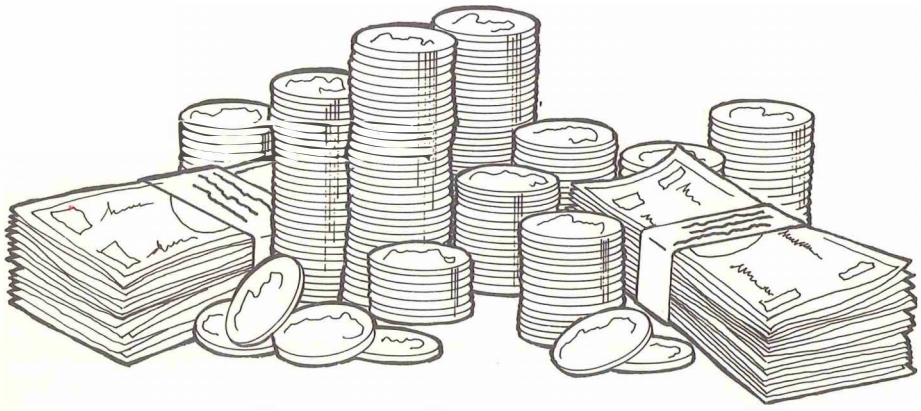
## PERSONAL LOSS



| 1,024 | 42,772 | 107,956 |
|---|---|---|
| KILLED | INJURED | CRASHES |

## ESTIMATED COST

ECONOMIC LOSS: $540,781,500



# PART 1.

# Crash Facts Summary

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

The year 1973 provided a continuation of the trend for more drivers to drive more vehicles more miles. From a safety standpoint, however, an interesting phenomenon took place during the last few months of the year: Minnesotans began to run out of gas. The increasing volume of automobile sales began to slow and take a dip toward "replacement only" levels, drivers cut back on unnecessary trips, and traffic began to thin on Minnesota roadways. Due partly to these factors, and to a number of safety programs aimed at various segments of the motoring public, Minnesota experienced declines rather than increases in the number of traffic accidents and fatalities occurring during 1973.

The number of vehicle miles traveled is perhaps the most important factor to consider (in terms of exposure) when looking at the record. In 1973, each licensed driver traveled an average of 11,436 miles. There was one crash for every 233,058 vehicle miles traveled, and one fatality for every 24,570,313 vehicle miles. Both of these ratios are lower than 1972, indicating the Minnesota drivers had a much better chance during 1973 to drive and survive.

In Minnesota summer and fall months tend to contribute larger numbers of fatalities and fatal crashes than the remaining months of the year. During 1973, the months of July through October contributed 41 percent of the fatalities and 40 percent of the fatal crashes. An average of three people per day were killed on Minnesota roadways over that period.

Friday and Saturday have consistently accounted for the greatest numbers of accidents. On these two days, 34 percent of all crashes and 36 percent of fatal crashes occurred. Sunday has also consistently shown greater numbers of fatal crashes than other days of the week, though to a lesser extent. If one assumes that vehicular travel (and thus exposure) tends to peak on these three days of the week, which is a fairly solid assumption, then the accident involvement pattern should logically follow that which in fact exists.

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 bi-modal pattern appeares, with the peak accident hours being 1 a.m. and between 5 and 7 p.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

The breakdown of 1973 motor vehicle crashes by type indicates that three categories of crashes constituted 91 percent of the total. Crashes involving two motor vehicles in traffic, crashes in which motor vehicles ran off the road, and crashes with parked cars were the three most frequently occurring types, with the "motor vehicle in traffic" category contributing 68 percent of the total.

Accidents involving railroad trains with motor vehicles, and pedestrians with motor vehicles produced the largest fatality per crash ratio in 1973. Both of these crash types produced fatalities at a 7 percent rate during this period.

In terms of injury and death, pedestrian crashes tend to be the most severe of all the possible accident types. During 1973, pedestrian-involved accidents produced either injury or death 99 percent of the time.

# Urban and Rural Configuration

The metropolitan areas of Minneapolis, St. Paul and Duluth contributed 31 percent of all crashes but only 12 percent of the fatal crashes during 1973. This has generally been the pattern over the years; i.e., the urban areas generally contribute more of the injury and property damage accidents, while most of the fatal accidents take place in rural areas.

# Road Conditions and Weather Factors

The majority of all crashes occurred on clear, dry days, and more than 70 percent of all fatal crashes occurred under these ideal driving conditions.

Fatal crashes were fairly evenly divided between the hours of daylight and darkness, although 63 percent of all crashes occurred during daylight hours.

# Drivers Involved in Crashes

In 1973 there were 180,118 drivers involved in crashes. Of that group, 70.4 percent were males and 26.2 percent were females. This is a slight increase in the proportion of female involvement over 1972 and an even greater change from the comparison year of 1963. What this possibly indicates is that more females are on the roadways driving more miles now than they have in the past, and are thereby increasing their exposure to possible accident involvement.

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 26 percent were involved in personel injury crashes, and the remaining 73 percent of both groups were involved in property damage crashes.

Looking at the ages of all licensed drivers and comparing this with the ages of the driver population involved in crashes results in an interesting pattern. Although almost all of the age groups indicated show some disproportionate involvement in accidents in relation to their relative appearance in the licensed driver population, some age groups show greater disproportion than others.

The age group 20-24 shows the largest disproportion, followed closely by the 15-19 year olds, and then the 25-29 grouping. As one continues up the age range, disproportionate involvement diminishes and becomes insignificant.

There are no doubt, a number of reasons for this recurring trend, but the most probable is that the early years are usually the most mobile of the average drivers lifetime, and thus the risk of accident involvement is significantly higher at this point in one's driving life.

## Vehicle Movements in Crashes

In two-vehicle accidents, the most often occurring intersection type crash was that involving two vehicles entering an intersection at right angles. Forty-seven percent of all intersection crashes and 69 percent of all fatal intersection crashes were of this type.

In two-vehicle non-intersection type crashes, the most frequently occurring incident involved a moving vehicle colliding with a parked unit. Slightly more than 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 directions had by far the greatest chance for fatality. Nearly one of every eighteen crashes of this type produced a fatality. The only other situation which produced fatalities at anywhere near this ratio was that involving like vehicle movements, but located at an intersection. Here the ratio was one fatal crash for every forty-two accidents.

# Motor Vehicles in Crashes

There were 2,531,037 vehicles registered in Minnesota during 1973. Of these, 200,281 were involved in a crash of some type. Passenger cars made up 73.8 percent of the registered vehicles and were 83.4 percent of all vehicles involved in crashes. Trucks accounted for 19.5 percent of the registered vehicles and comprised about one-tenth of the total crash vehicles.

Two motor vehicle types stand out as the most hazardous when involved in crashes. Snowmobiles and motorcycles, both of which are open-bodied vehicles, have the highest fatal crash to all crash ratio. Nearly one of every sixteen snowmobiles involved in a crash during 1973 was involved in a fatal crash. The ratio for motorcycles was one of thirty-nine. No other vehicle types approach these two in incidence of fatal crash to crash involvement.

# Motor Vehicle Inspection

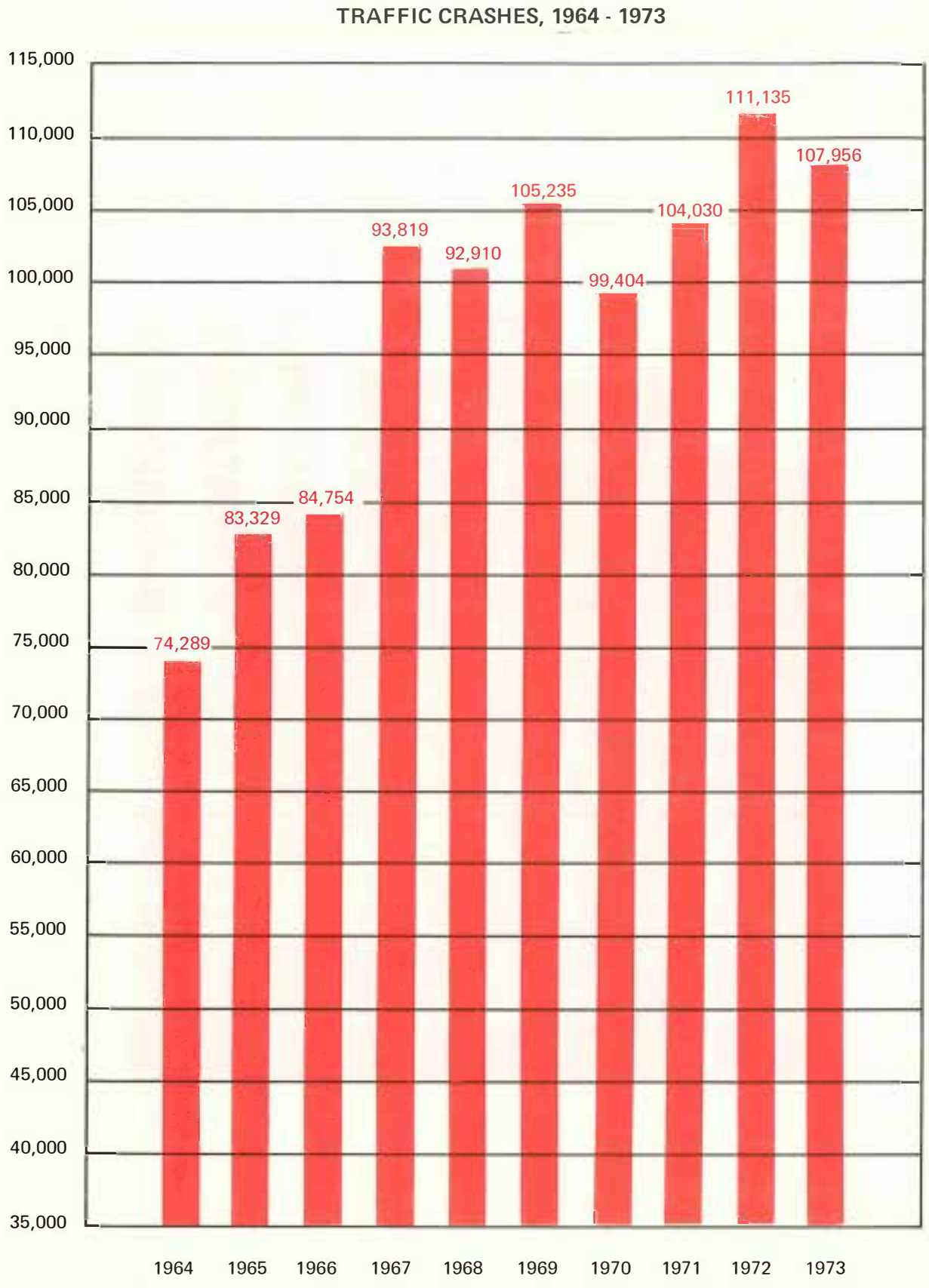
There were 89,505 cars; 19,311 trucks; 15,793 school buses and 384 motorcycles inspected in 1973. Since 1973 all school buses have been inspected twice yearly; thus the figure for school bus inspections should not be misconstrued to indicate a twofold increase in the actual number of school buses.

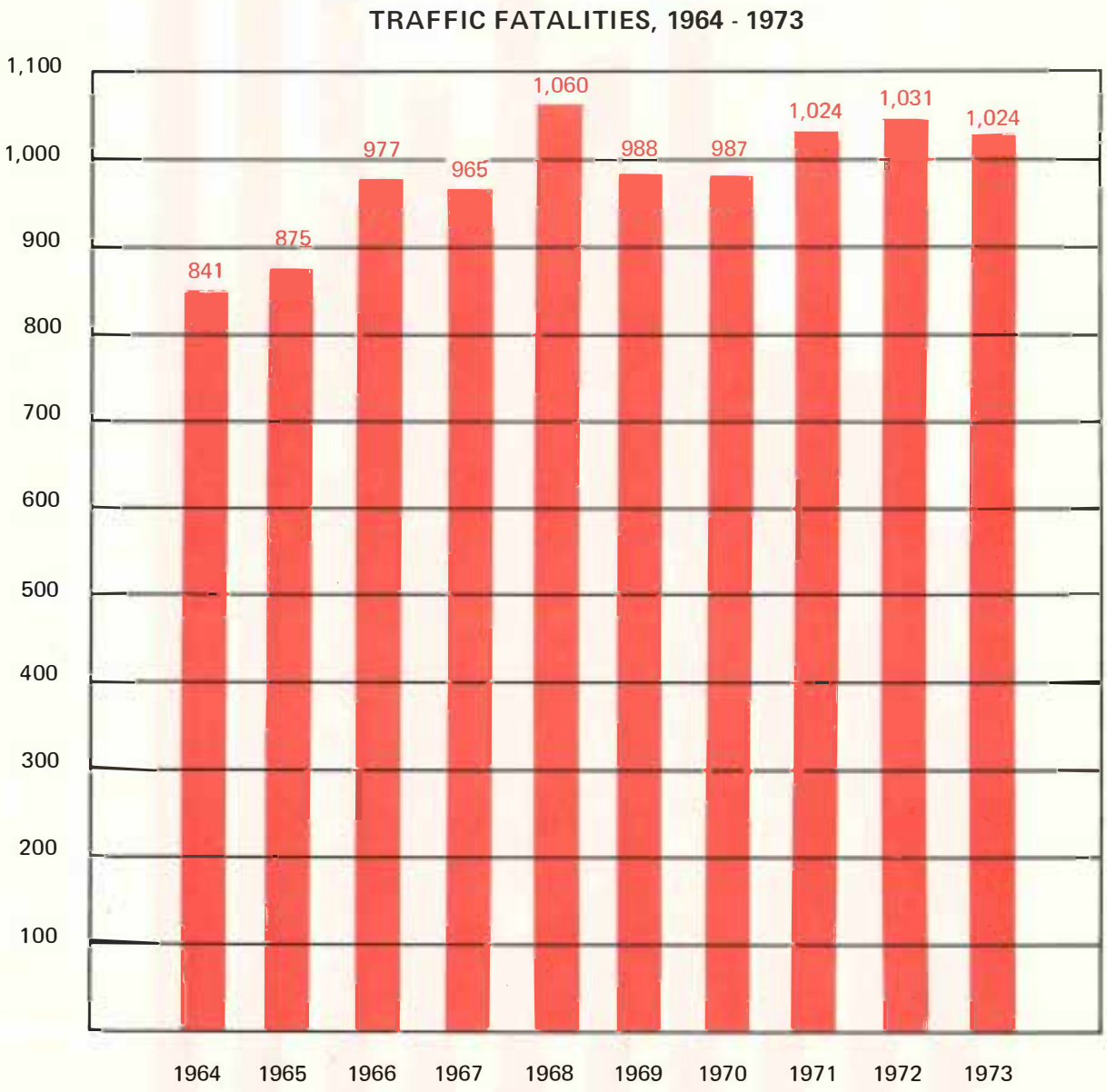
The number of motorcycles inspected during 1973 almost doubled, while automobiles and trucks maintained much the same inspection levels as in previous years. Even with the increase in numbers inspected, motorcycles still maintained the lowest rejection rate.....showing a decrease even from the 1972 figure. Automobiles and trucks maintained rejection levels similiar to 1971 and 1972 while the rejection rate for school buses dropped significantly from its level in previous years.

# Roadway Mileage and Crashes

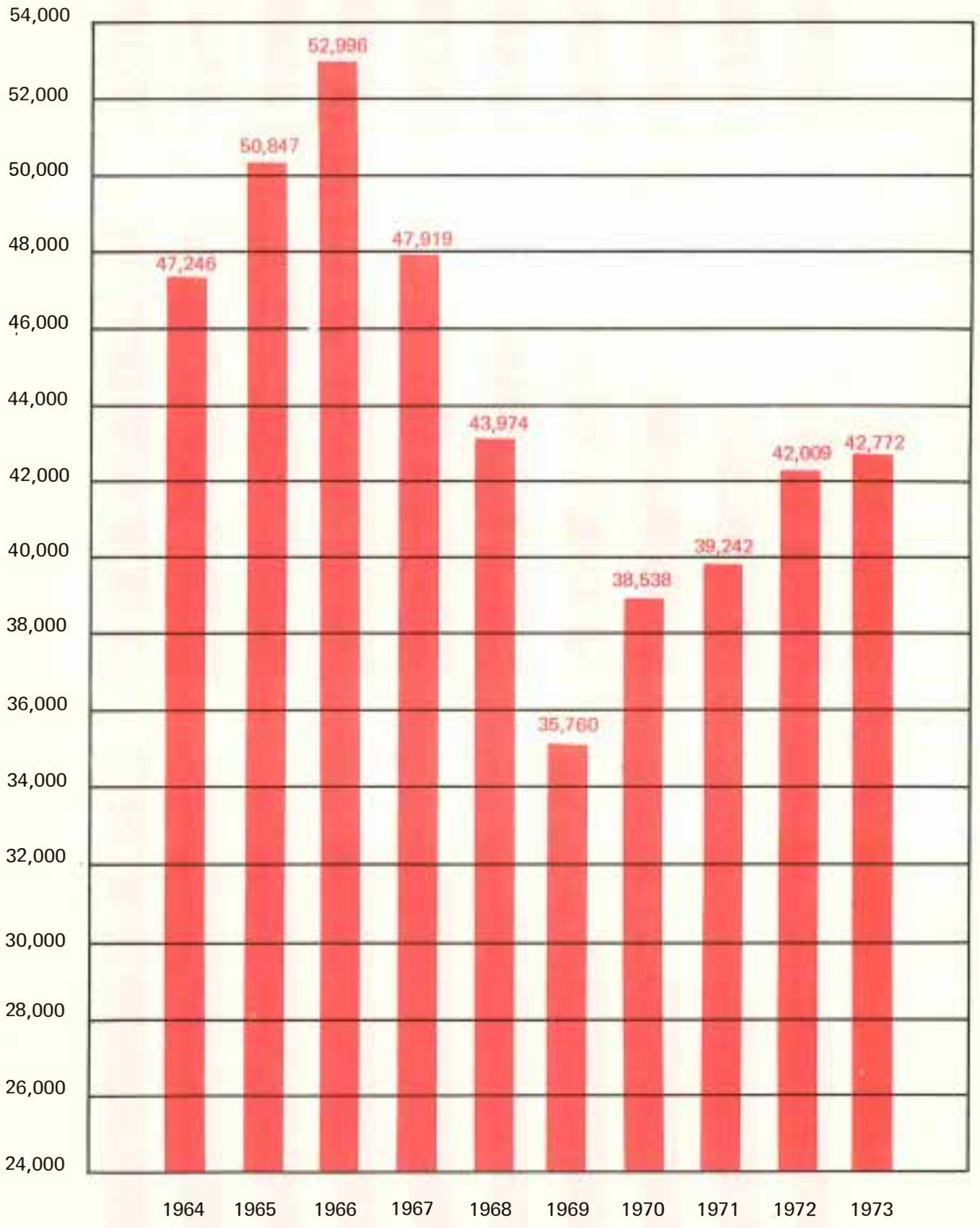
During 1973, Minnesotans traveled 25.2 billion miles on 128,302 miles of roadway. The trunk highway and interstate systems carried slightly more than 50 percent of this vehicle mileage, while constituting less than 10 percent of the available travelable roadway. Obviously, this led to some very dense traffic at times, especially in the larger metropolitan areas.

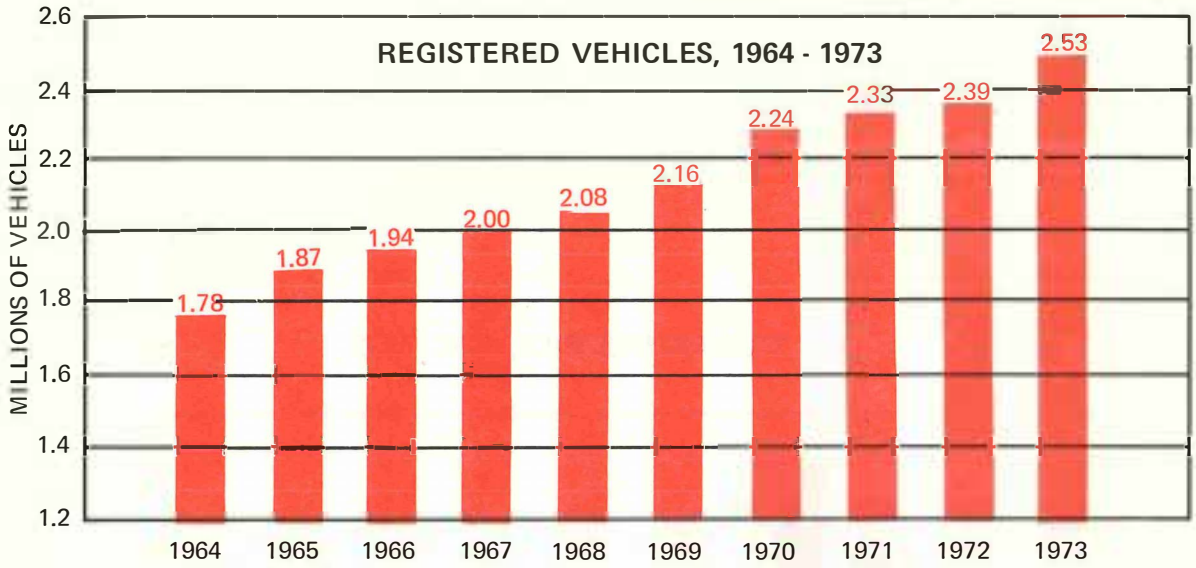
The truck highway system contributed a slightly higher portion of all accidents (39.2 percent) than any other road system, and by far the greater portion of all fatal crashes (51.8 percent). This pattern has been recurrent over a period of years and is due largely to the heavy traffic load (vehicle miles) as well as the aging construction (narrow lanes, blind curves, etc.) and absence of modern high speed safety features on many of the older roadways which make up this, the "backbone" of Minnesota's vehicle movement system.

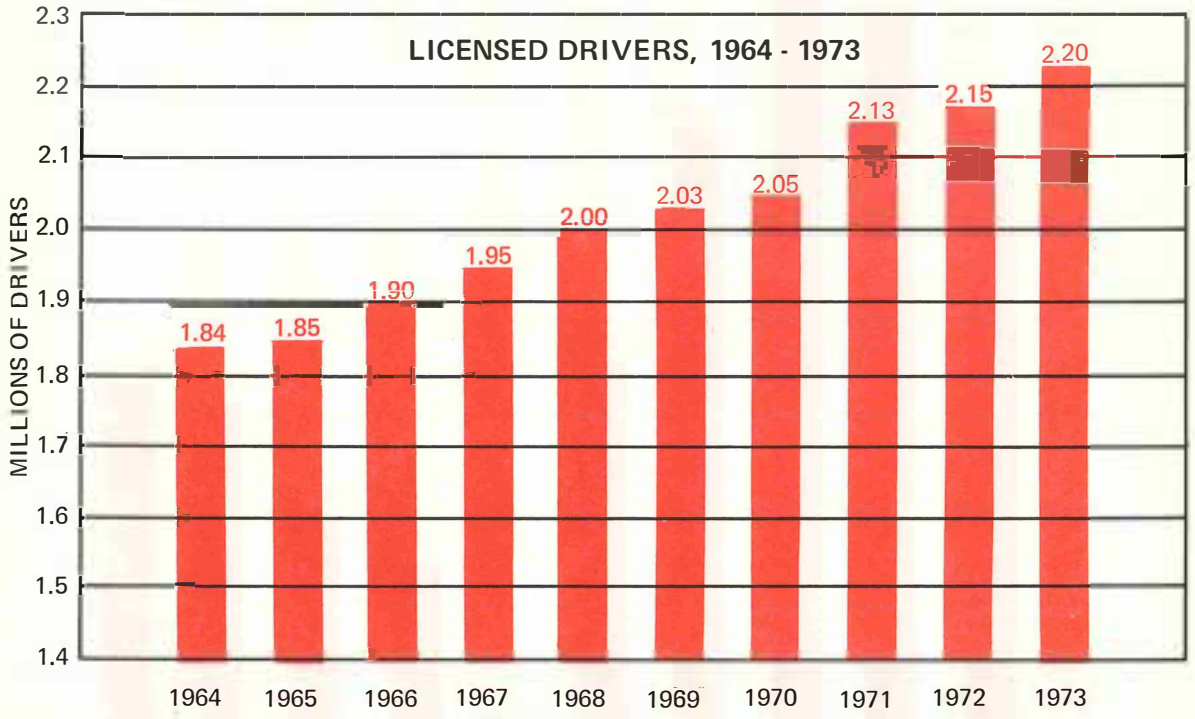

TRAFFIC CRASHES, 1964 - 1973
115,000
110,000
105,000
100,000
95,000
90,000
85,000
80,000
75,000
70,000
65,000
60,000
55,000
50,000
45,000
40,000
35,000
74,289
83,329
84,754
93,819
92,910
105,235
99,404
104,030
111,135
107,956
1964
1965
1966
1967
1968
1969
1970
1971
1972
1973

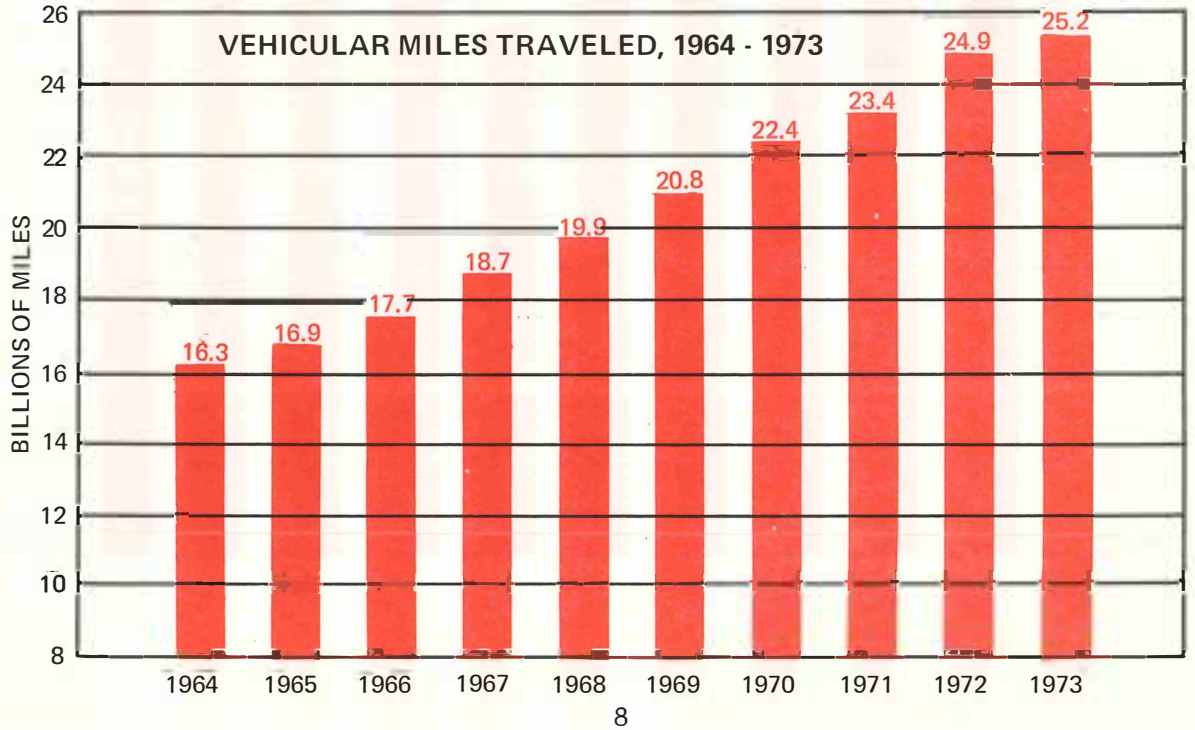

TRAFFIC FATALITIES, 1964 - 1973
1,100
1,000
900
800
700
600
500
400
300
200
100
841
875
977
965
1,060
988
987
1,024
1,031
1,024
1964
1965
1966
1967
1968
1969
1970
1971
1972
1973

## TRAFFIC INJURIES, 1964 - 1973

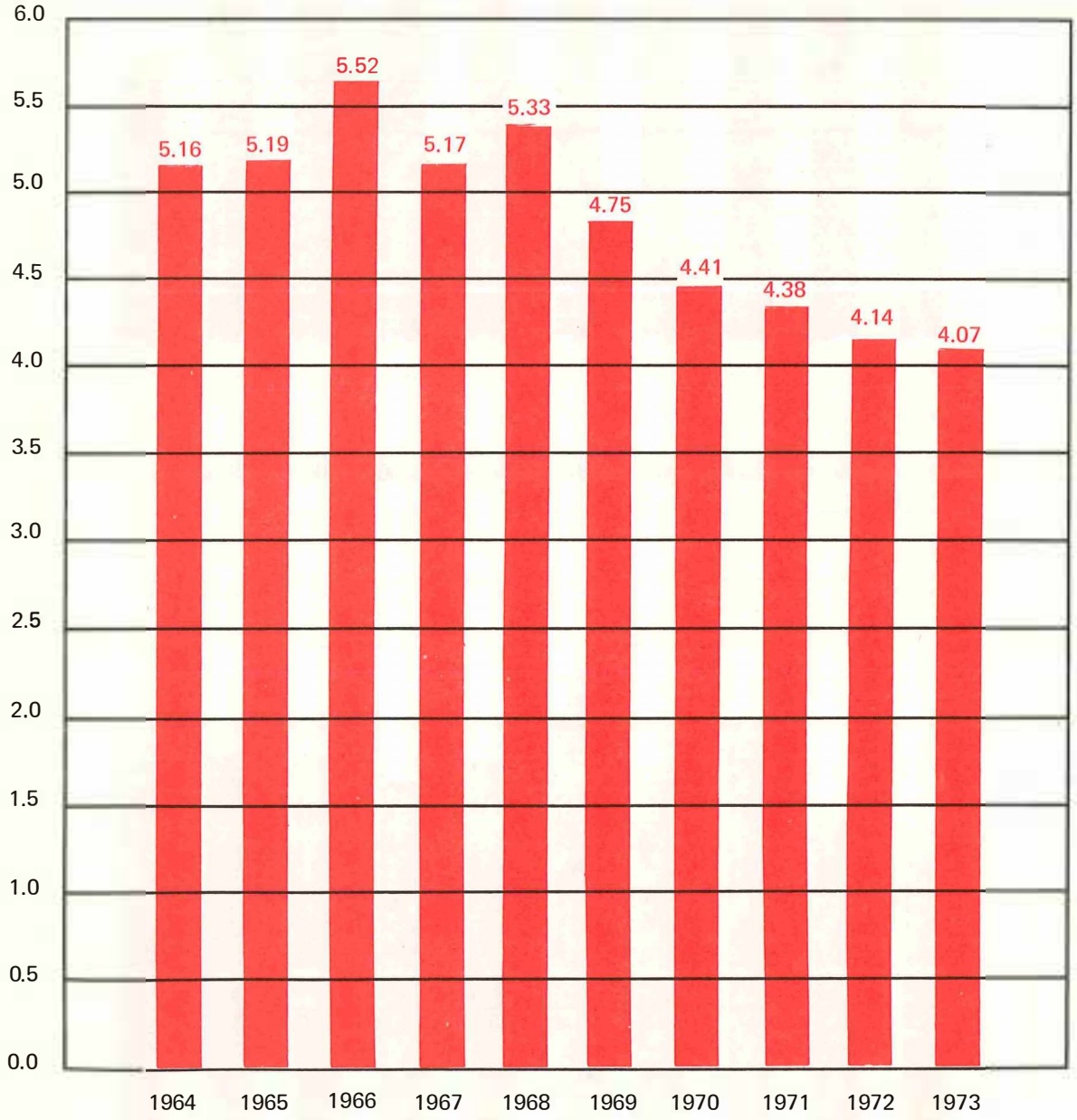



REGISTERED VEHICLES, 1964 - 1973
MILLIONS OF VEHICLES
2.6
2.4
2.2
2.0
1.8
1.6
1.4
1.2
1.78
1.87
1.94
2.00
2.08
2.16
2.24
2.33
2.39
2.53
1964
1965
1966
1967
1968
1969
1970
1971
1972
1973

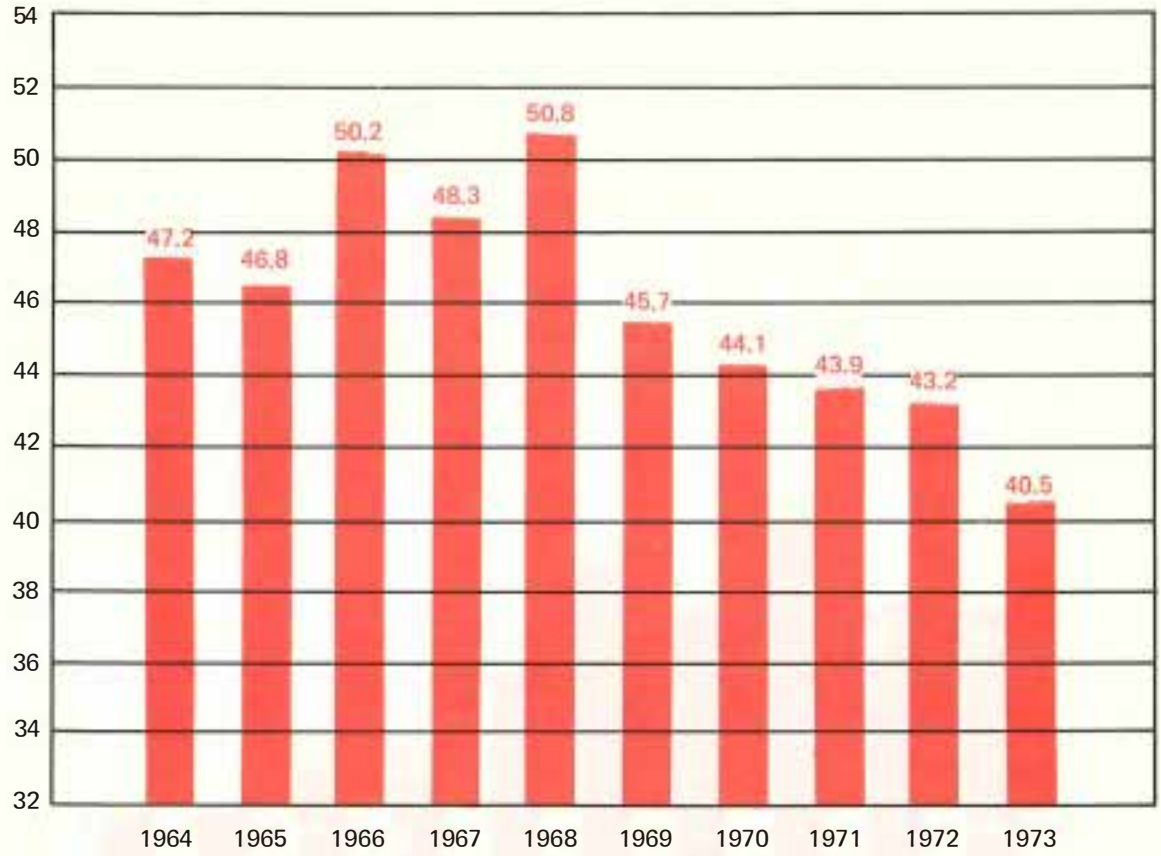

LICENSED DRIVERS, 1964 - 1973
MILLIONS OF DRIVERS
2.3
2.2
2.1
2.0
1.9
1.8
1.7
1.6
1.5
1.4
1.84
1.85
1.90
1.95
2.00
2.03
2.05
2.13
2.15
2.20
1964
1965
1966
1967
1968
1969
1970
1971
1972
1973


VEHICULAR MILES TRAVELED, 1964 - 1973
BILLIONS OF MILES
26
24
22
20
18
16
14
12
10
8
16.3
16.9
17.7
18.7
19.9
20.8
22.4
23.4
24.9
25.2
1964
1965
1966
1967
1968
1969
1970
1971
1972
1973

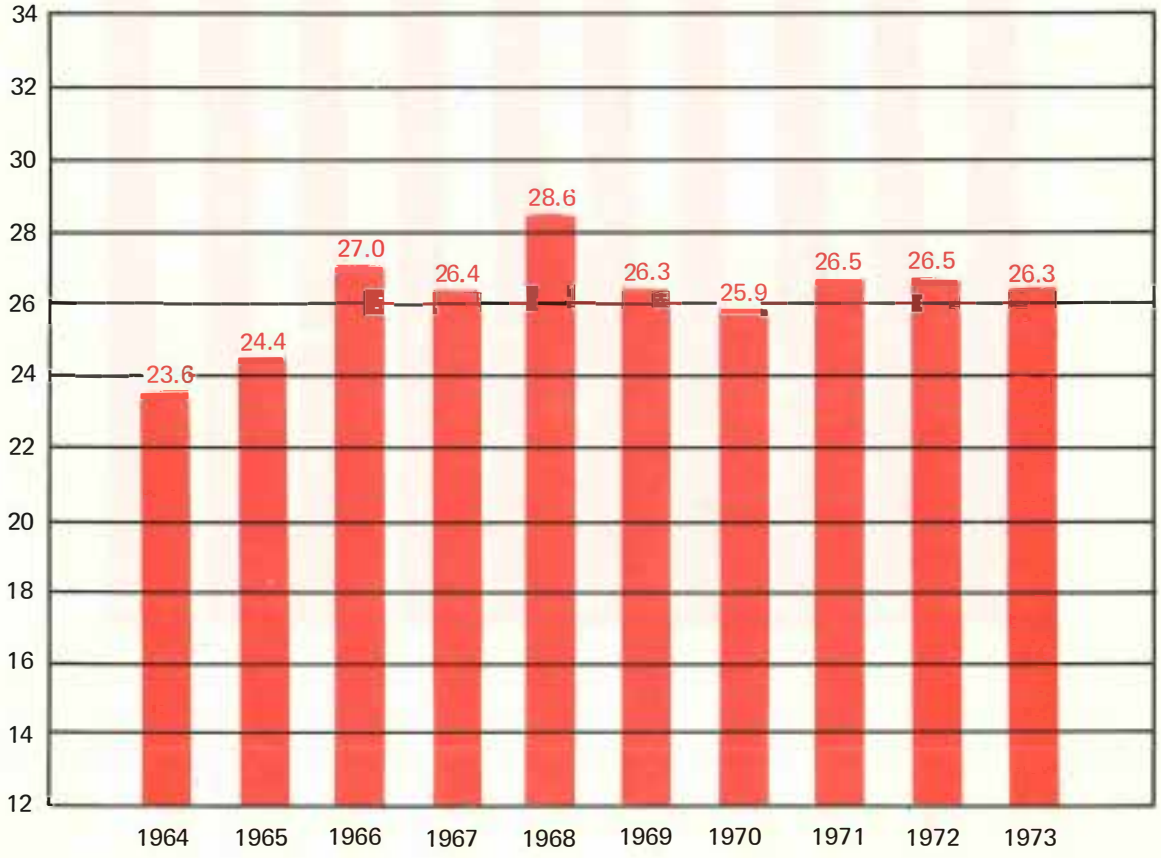
## FATALITY RATE PER HUNDRED MILLION VEHICLE MILES TRAVELED, 1964 - 1973

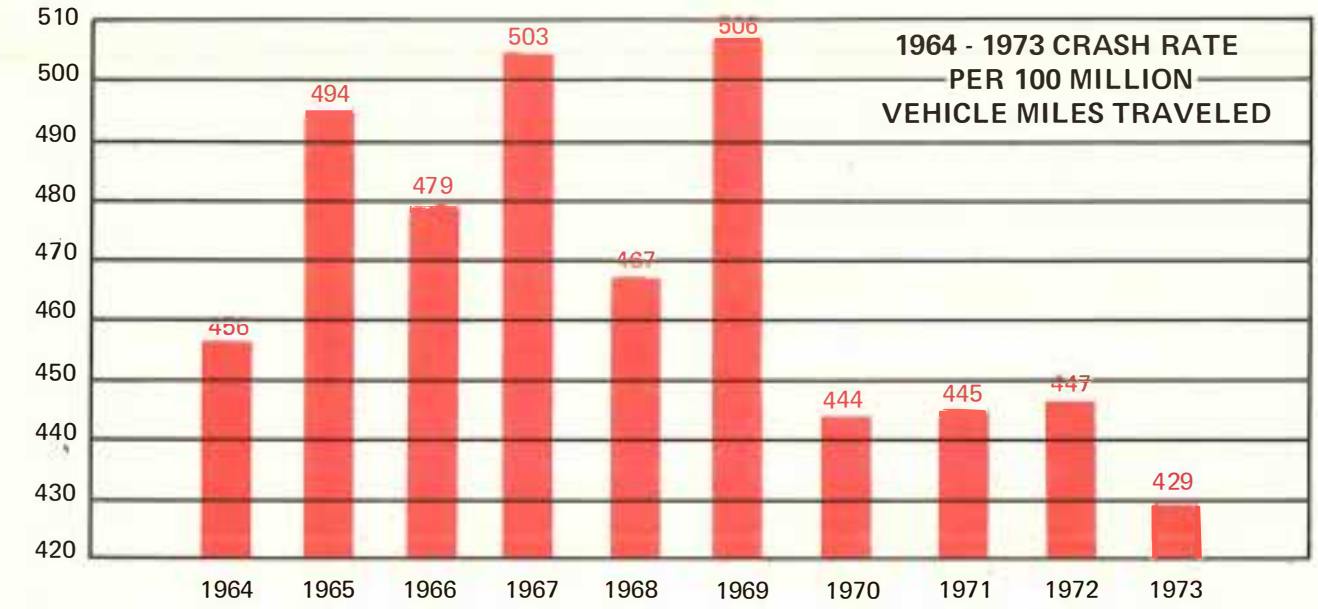


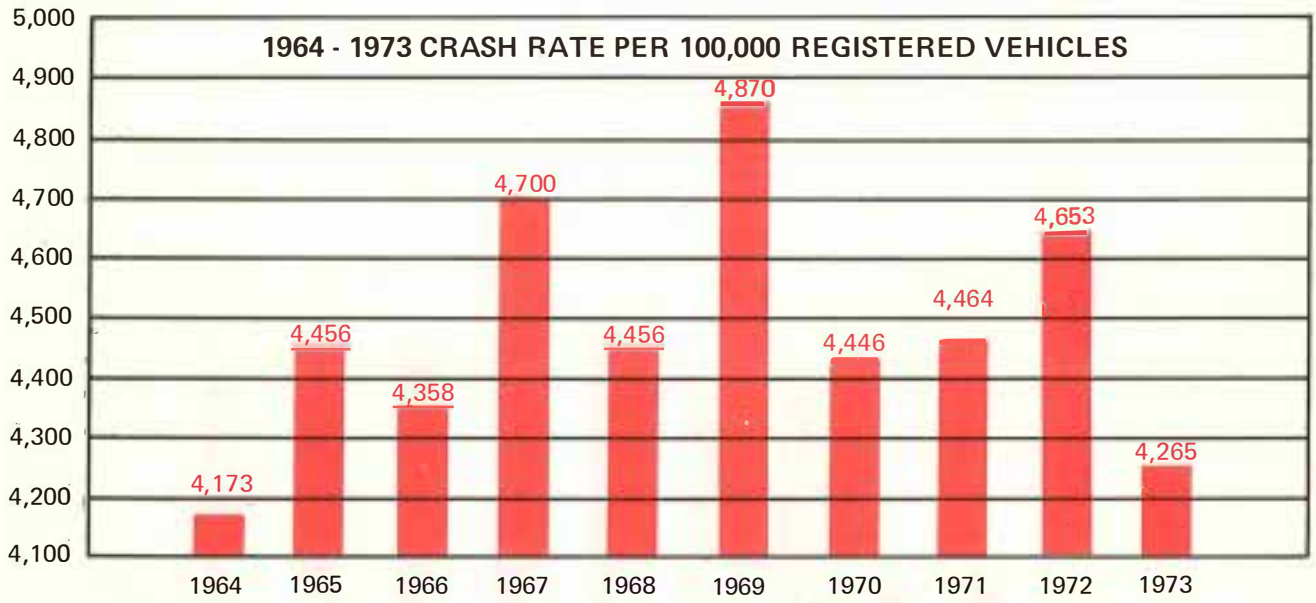
## 1964 - 1973 FATALITY RATE PER 100,000 REGISTERED VEHICLES

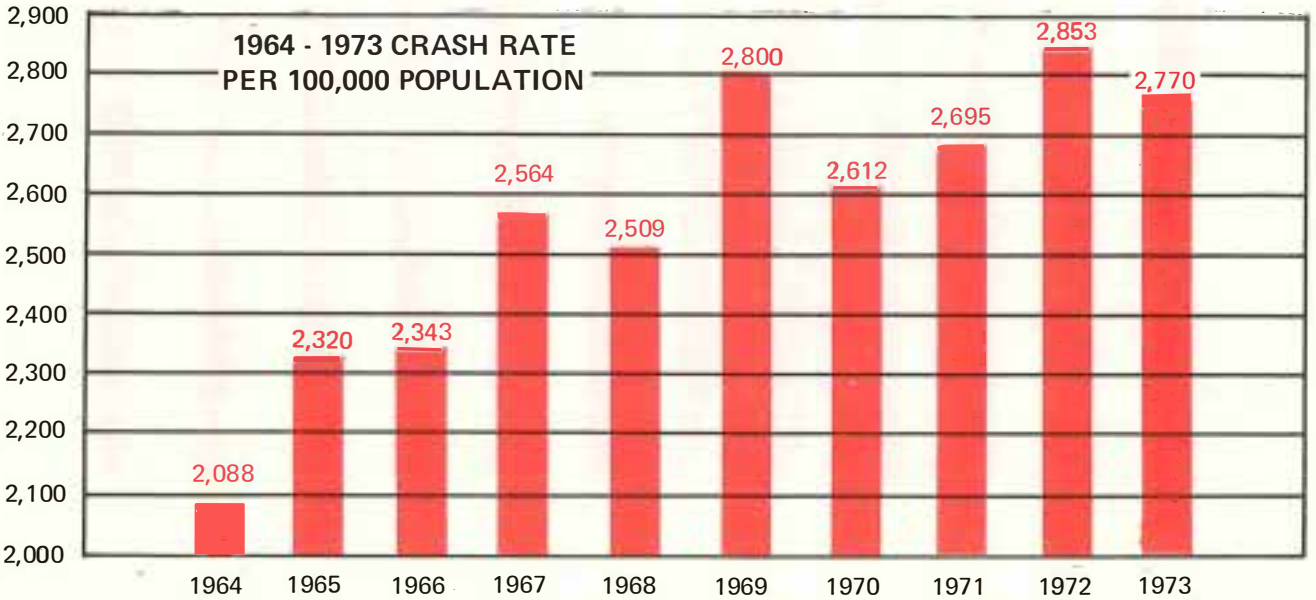



## 1964 - 1973 FATALITY RATE PER 100,000 POPULATION




1964 - 1973 CRASH RATE
PER 100 MILLION
VEHICLE MILES TRAVELED
510
500
490
480
470
460
450
440
430
420
456
494
479
503
467
506
444
445
447
429
1964
1965
1966
1967
1968
1969
1970
1971
1972
1973

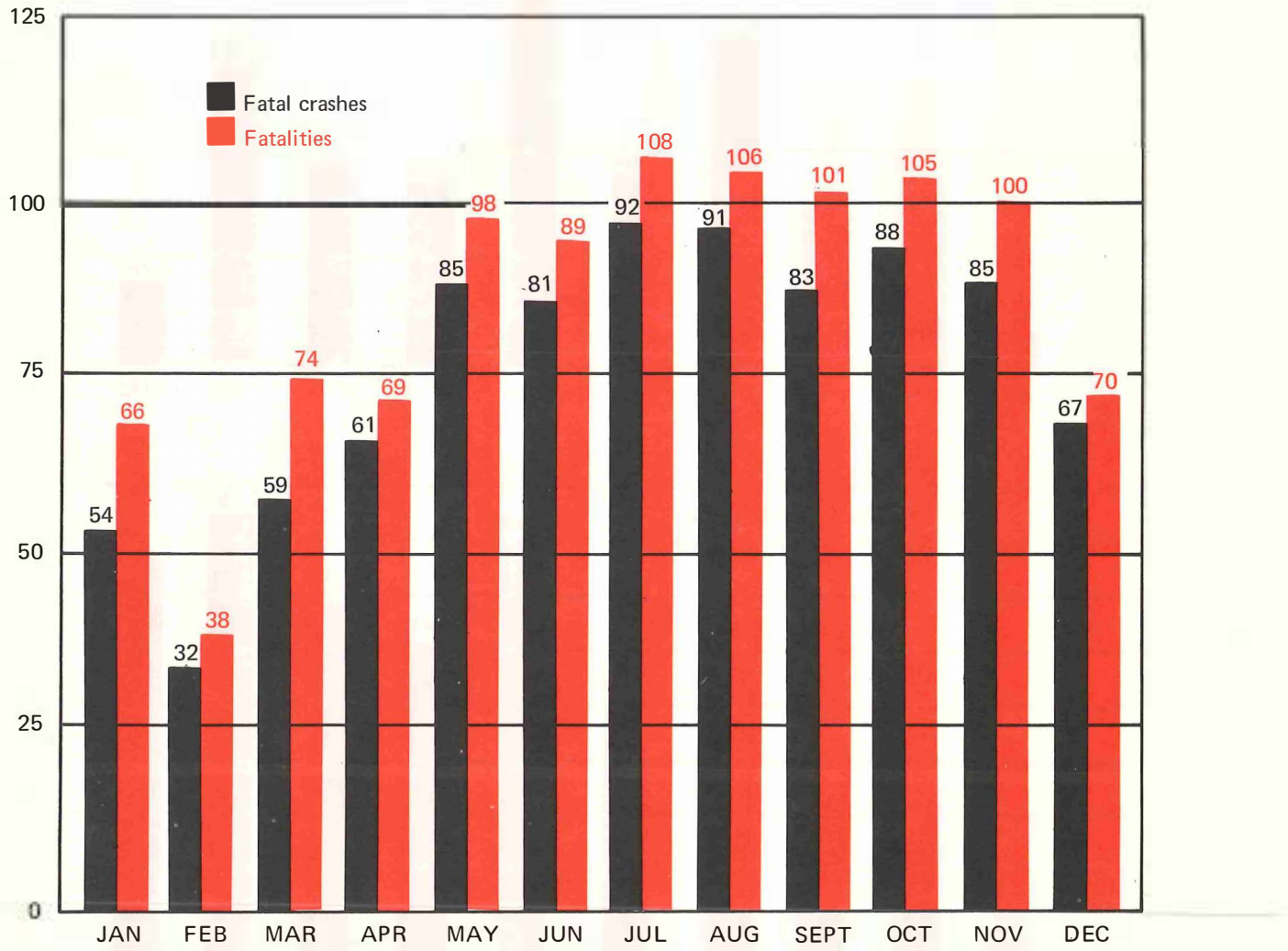

1964 - 1973 CRASH RATE PER 100,000 REGISTERED VEHICLES
5,000
4,900
4,800
4,700
4,600
4,500
4,400
4,300
4,200
4,100
4,173
4,456
4,358
4,700
4,456
4,870
4,446
4,464
4,653
4,265
1964
1965
1966
1967
1968
1969
1970
1971
1972
1973

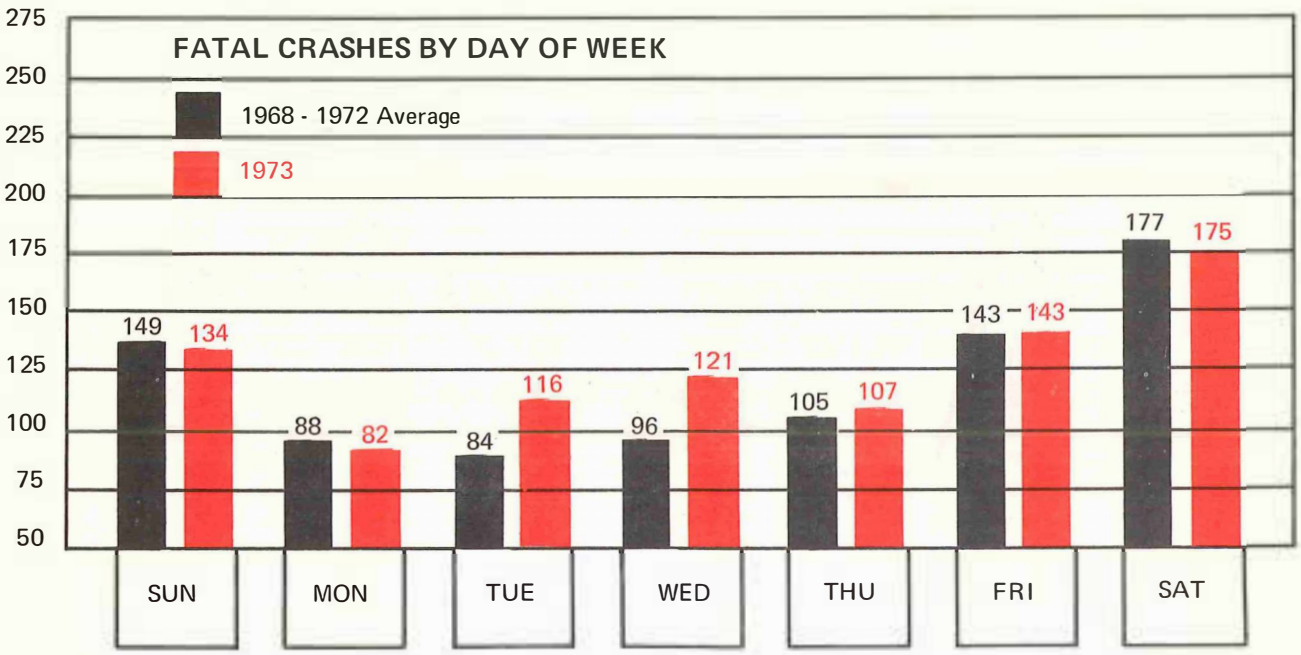

1964 - 1973 CRASH RATE
PER 100,000 POPULATION
2,900
2,800
2,700
2,600
2,500
2,400
2,300
2,200
2,100
2,000
2,088
2,320
2,343
2,564
2,509
2,800
2,612
2,695
2,853
2,770
1964
1965
1966
1967
1968
1969
1970
1971
1972
1973

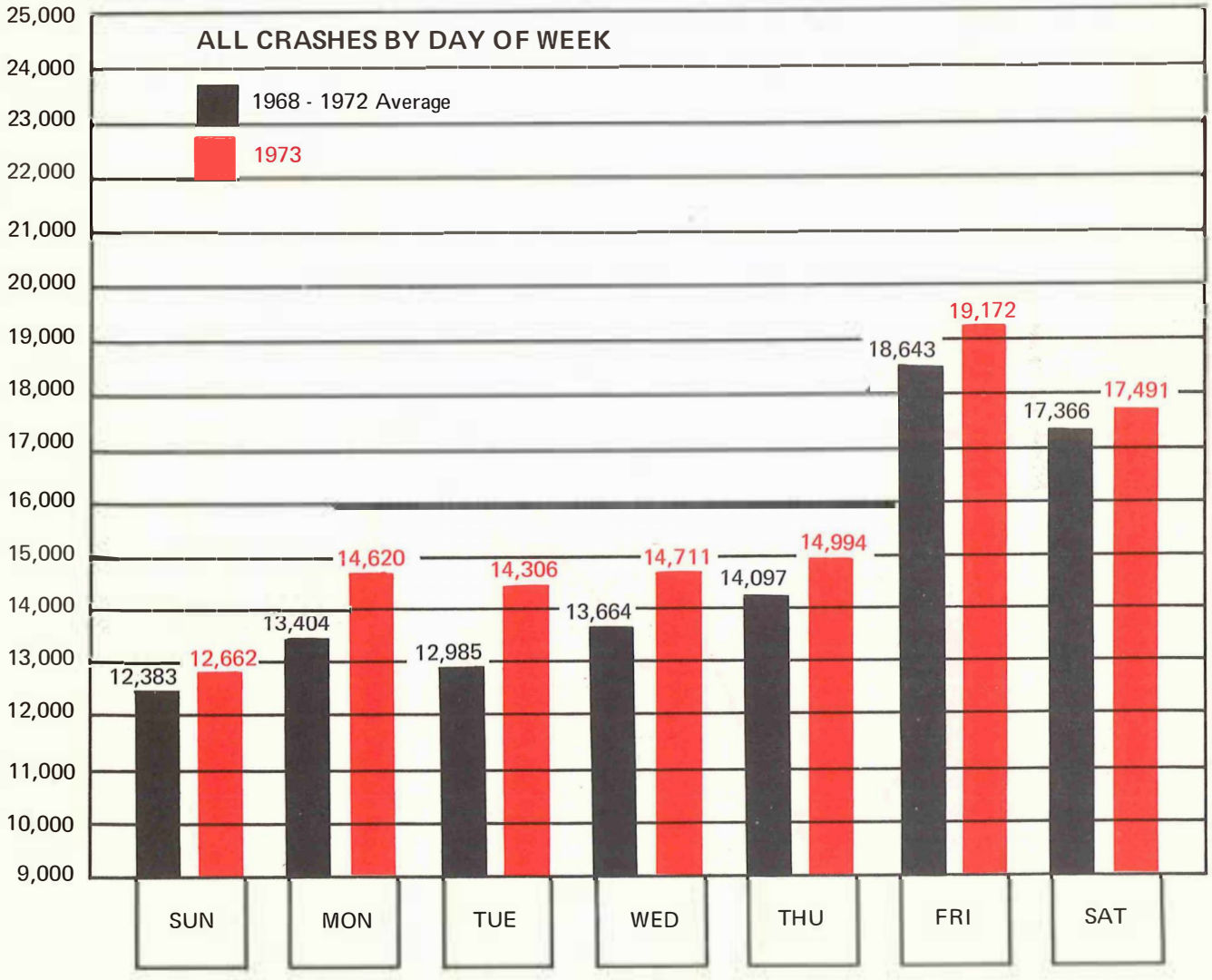
## MINNESOTA TRAFFIC TOLL: 1973 VS. AVERAGE OF 1968 - 1972

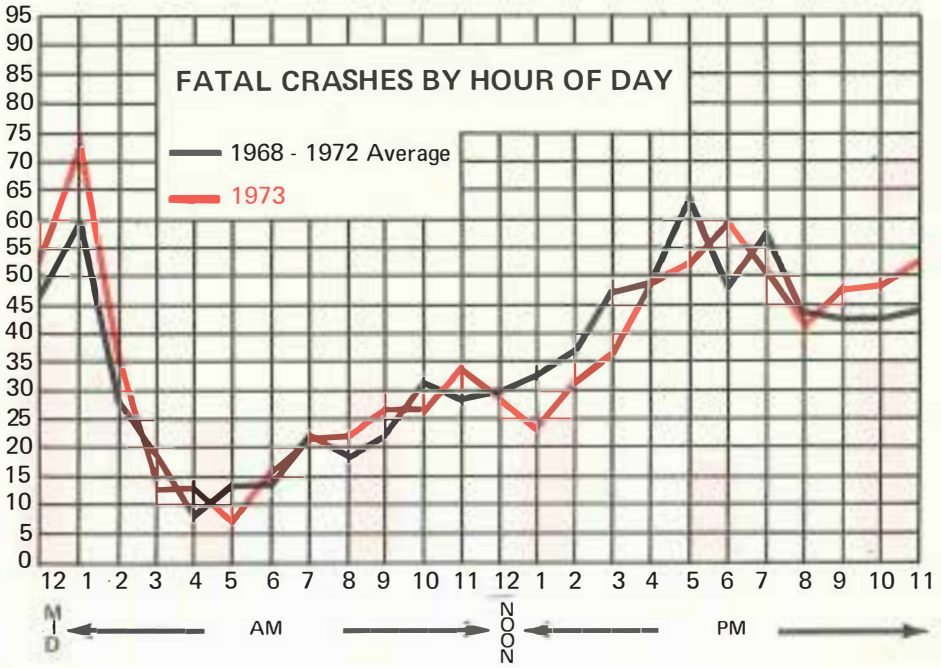
| | 1968 - 1972 AVERAGE | 1973 |
|---|---|---|
| Deaths | 1,018 | 1,024 |
| Injuries | 39,905 | 42,772 |
| Crashes | 102,543 | 107,956 |
| Registered Motor Vehicles | 2,240,058 | 2,531,037 |
| Licensed Drivers | 2,070,000 | 2,200,000 |
| Vehicle Miles Traveled (Millions) | 22,271 | 25,160 |
| Fatality Rate per 100 Million Vehicle Miles Traveled | 4.57 | 4.07 |

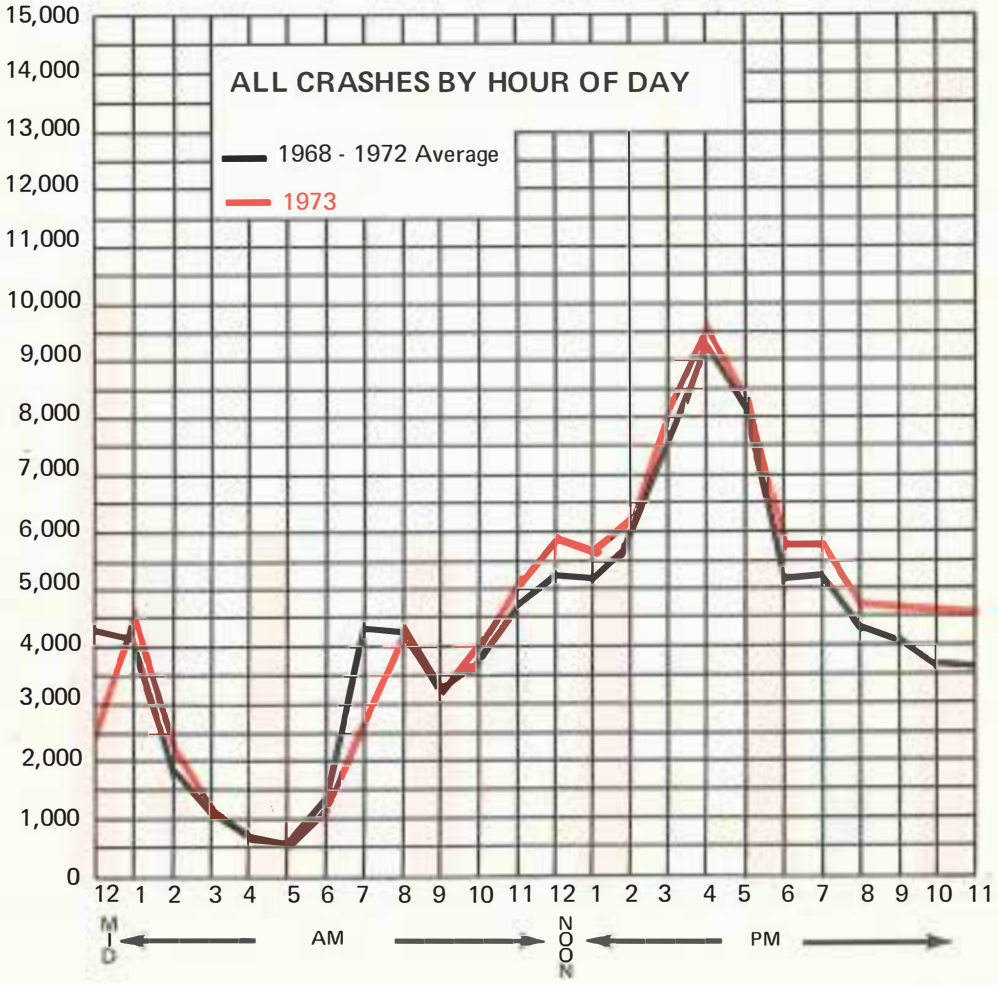
## 1973 FATAL CRASHES AND FATALITIES BY MONTH




FATAL CRASHES BY DAY OF WEEK
1968 - 1972 Average
1973
275
250
225
200
175
150
125
100
75
50
149
134
88
82
84
116
96
121
105
107
143
143
177
175
SUN
MON
TUE
WED
THU
FRI
SAT


ALL CRASHES BY DAY OF WEEK
1968 - 1972 Average
1973
25,000
24,000
23,000
22,000
21,000
20,000
19,000
18,000
17,000
16,000
15,000
14,000
13,000
12,000
11,000
10,000
9,000
12,383
12,662
13,404
14,620
12,985
14,306
13,664
14,711
14,097
14,994
18,643
19,172
17,366
17,491
SUN
MON
TUE
WED
THU
FRI
SAT


FATAL CRASHES BY HOUR OF DAY
1968 - 1972 Average
1973
95
90
85
80
75
70
65
60
55
50
45
40
35
30
25
20
15
10
5
0
12 1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11
MID
AM
NOON
PM


ALL CRASHES BY HOUR OF DAY
1968 - 1972 Average
1973
15,000
14,000
13,000
12,000
11,000
10,000
9,000
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0
12 1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11
MID
AM
NOON
PM

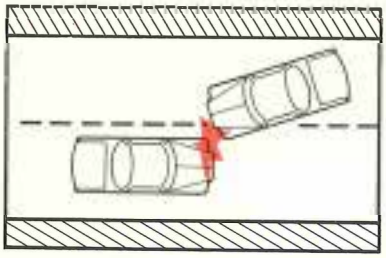
## ACCIDENT DISTRIBUTION BY DAY OF WEEK AND TIME OF DAY, 1973

| HOUR BEGIN | TOTAL ACC. ALL | TOTAL ACC. FATAL | MONDAY ALL | MONDAY FATAL | TUESDAY ALL | TUESDAY FATAL | WEDNESDAY ALL | WEDNESDAY FATAL | THURSDAY ALL | THURSDAY FATAL | FRIDAY ALL | FRIDAY FATAL | SATURDAY ALL | SATURDAY FATAL | SUNDAY ALL | SUNDAY FATAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Midnite | 2,602 | 54 | 253 | 7 | 200 | 5 | 229 | 4 | 284 | 5 | 324 | 10 | 652 | 12 | 660 | 11 |
| 1:00 a.m. | 4,616 | 73 | 256 | 5 | 308 | 7 | 368 | 7 | 475 | 10 | 488 | 6 | 1,355 | 23 | 1,366 | 15 |
| 2:00 | 2,204 | 35 | 161 | | 132 | 3 | 180 | 2 | 186 | 3 | 205 | 6 | 690 | 9 | 650 | 12 |
| 3:00 | 1,191 | 12 | 93 | | 75 | 1 | 83 | | 106 | 2 | 111 | 1 | 362 | 3 | 361 | 5 |
| 4:00 | 664 | 13 | 58 | 1 | 49 | | 54 | 2 | 62 | 1 | 69 | 2 | 190 | 5 | 182 | 2 |
| 5:00 | 643 | 8 | 73 | | 70 | | 55 | 3 | 68 | 1 | 78 | | 148 | 2 | 151 | 2 |
| 6:00 | 1,438 | 16 | 276 | 1 | 225 | 2 | 221 | 2 | 220 | 3 | 209 | 1 | 168 | 5 | 119 | 2 |
| 7:00 | 4,368 | 22 | 965 | 1 | 730 | 4 | 796 | 9 | 820 | 4 | 723 | 3 | 211 | 1 | 123 | |
| 8:00 | 4,135 | 23 | 796 | 4 | 689 | 2 | 732 | 6 | 700 | 2 | 760 | 6 | 321 | 2 | 137 | 1 |
| 9:00 | 3,398 | 27 | 490 | 1 | 523 | 7 | 529 | 5 | 509 | 1 | 544 | 4 | 505 | 7 | 298 | 2 |
| 10:00 | 4,041 | 27 | 560 | 6 | 562 | 7 | 594 | 4 | 581 | 1 | 630 | 5 | 695 | 1 | 419 | 3 |
| 11:00 | 5,043 | 35 | 760 | 2 | 729 | 5 | 744 | 2 | 687 | 6 | 758 | 10 | 872 | 6 | 493 | 4 |
| Noon | 5,999 | 29 | 840 | 5 | 751 | 3 | 802 | 1 | 768 | 5 | 972 | 5 | 1,094 | 7 | 772 | 3 |
| 1:00 p.m. | 5,754 | 24 | 855 | 5 | 738 | 7 | 737 | 4 | 799 | 2 | 923 | 4 | 1,017 | 1 | 685 | 1 |
| 2:00 | 6,177 | 32 | 925 | 2 | 775 | 5 | 849 | 4 | 856 | 3 | 1,046 | 6 | 1,020 | 8 | 706 | 4 |
| 3:00 | 8,136 | 36 | 1,257 | 3 | 1,144 | 6 | 1,148 | 5 | 1,223 | 3 | 1,549 | 7 | 1,063 | 8 | 752 | 4 |
| 4:00 | 9,598 | 49 | 1,328 | 9 | 1,469 | 8 | 1,570 | 8 | 1,514 | 7 | 1,859 | 8 | 1,080 | 4 | 778 | 5 |
| 5:00 | 8,277 | 52 | 1,114 | 3 | 1,290 | 7 | 1,251 | 9 | 1,271 | 6 | 1,660 | 6 | 955 | 10 | 736 | 11 |
| 6:00 | 5,597 | 60 | 670 | 7 | 859 | 12 | 758 | 7 | 740 | 5 | 1,150 | 7 | 801 | 13 | 619 | 9 |
| 7:00 | 5,389 | 50 | 699 | 2 | 761 | 7 | 724 | 8 | 730 | 6 | 1,096 | 5 | 800 | 11 | 579 | 11 |
| 8:00 | 4,382 | 42 | 586 | 1 | 547 | 3 | 541 | 3 | 591 | 10 | 898 | 7 | 714 | 10 | 505 | 8 |
| 9:00 | 4,318 | 48 | 512 | 6 | 558 | 6 | 522 | 7 | 603 | 2 | 860 | 9 | 724 | 8 | 539 | 7 |
| 10:00 | 4,232 | 49 | 479 | 4 | 497 | 4 | 535 | 8 | 504 | 9 | 923 | 9 | 830 | 8 | 464 | 7 |
| 11:00 | 4,078 | 53 | 395 | 7 | 404 | 4 | 470 | 9 | 487 | 6 | 1,059 | 15 | 913 | 9 | 350 | 3 |
| Not stated | 1,676 | 9 | 219 | | 221 | 1 | 219 | 2 | 210 | 1 | 278 | 1 | 311 | 2 | 218 | 2 |
| Total Accidents | 107,956 | 878 | 14,620 | 82 | 14,306 | 116 | 14,711 | 121 | 14,994 | 107 | 19,172 | 143 | 17,491 | 175 | 12,662 | 134 |

# TYPE OF CRASH

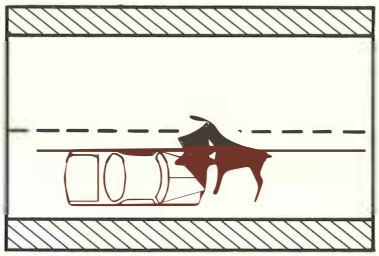
## COLLISION WITH:

### MOTOR VEHICLE IN TRAFFIC



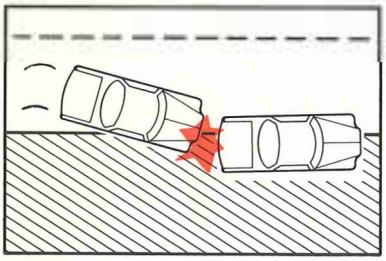
| | Average 1968-1972 | 1973 |
|---|---|---|
| Crashes | 71,927 | 73,083 |
| Killed | 516 | 498 |
| Injured | 27,719 | 28,248 |

### ANIMAL



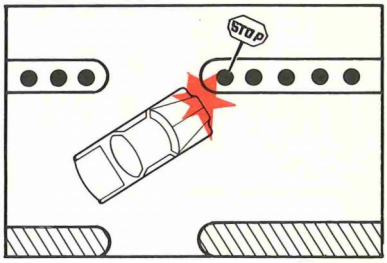
| | Average 1968-1972 | 1973 |
|---|---|---|
| Crashes | 1,315 | 1,651 |
| Killed | 2 | 1 |
| Injured | 174 | 198 |

### PARKED MOTOR VEHICLE



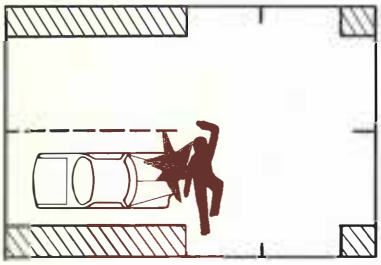
| | | |
|---|---|---|
| Crashes | 10,801 | 11,395 |
| Killed | 14 | 6 |
| Injured | 1,494 | 1,655 |

### FIXED OBJECT



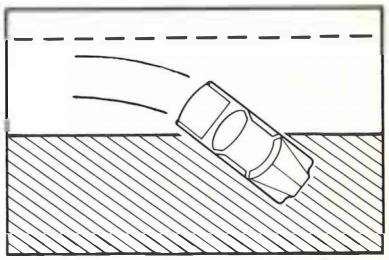

| | | |
|---|---|---|
| Crashes | 3,696 | 3,663 |
| Killed | 39 | 52 |
| Injured | 1,287 | 1,358 |

### PEDESTRIAN



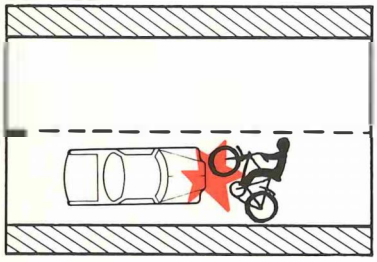
| | | |
|---|---|---|
| Crashes | 1,930 | 1,940 |
| Killed | 133 | 136 |
| Injured | 1,826 | 1,890 |

### RAN OFF ROAD



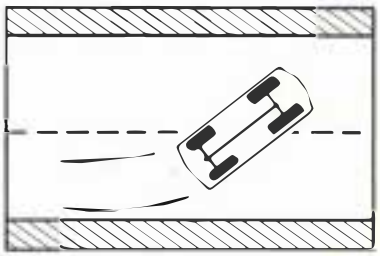
| | | |
|---|---|---|
| Crashes | 10,746 | 13,601 |
| Killed | 230 | 265 |
| Injured | 5,907 | 7,353 |

### BICYCLE



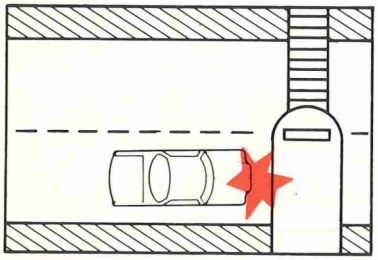
| | | |
|---|---|---|
| Crashes | 833 | 1,301 |
| Killed | 22 | 17 |
| Injured | 799 | 1,240 |

### OVERTURNED ON ROADWAY



| | | |
|---|---|---|
| Crashes | 480 | 607 |
| Killed | 9 | 11 |
| Injured | 338 | 482 |

### TRAIN



| | | |
|---|---|---|
| Crashes | 313 | 323 |
| Killed | 47 | 29 |
| Injured | 166 | 177 |

### OTHER

OTHER FIXED OBJECT & OTHER NON-COLLISION

| | | |
|---|---|---|
| Crashes | 503 | 392 |
| Killed | 6 | 9 |
| Injured | 194 | 171 |

## FATALITIES AND INJURIES BY TYPE OF MOTOR VEHICLE CRASH IN MINNESOTA IN 1973*

| TYPE OF 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 | 13,601 | 246 | 5,229 | 8,126 | 265 | 7,353 | 3,939 | 2,101 | 1,313 | 19.5 |
| Overturned on the road | 607 | 11 | 366 | 230 | 11 | 482 | 238 | 160 | 84 | 18.1 |
| Vehicle collided with: | | | | | | | | | | |
| Pedestrian | 1,940 | 135 | 1,789 | 16 | 136 | 1,890 | 997 | 441 | 452 | 70.1 |
| Motor vehicle in traffic | 73,083 | 385 | 16,600 | 56,098 | 498 | 28,248 | 9,190 | 6,408 | 12,650 | 6.8 |
| Parked motor vehicle | 11,395 | 6 | 1,338 | 10,051 | 6 | 1,655 | 821 | 462 | 372 | .5 |
| Railroad train | 323 | 22 | 127 | 174 | 29 | 177 | 97 | 41 | 39 | 89.8 |
| Bicyclist | 1,301 | 17 | 1,160 | 124 | 17 | 1,240 | 551 | 479 | 210 | 13.1 |
| Animal | 1,651 | 1 | 146 | 1,504 | 1 | 198 | 108 | 50 | 40 | .6 |
| Fixed Object | 3,663 | 46 | 1,023 | 2,594 | 52 | 1,358 | 734 | 362 | 262 | 14.2 |
| Other Object | 183 | 1 | 52 | 130 | 1 | 66 | 39 | 16 | 11 | 5.5 |
| Other Non-collision | 209 | 8 | 95 | 106 | 8 | 105 | 58 | 32 | 15 | 38.3 |
| TOTALS: | 107,956 | 878 | 27,925 | 79,153 | 1,024 | 42,772 | 16,772 | 10,552 | 15,448 | 9.5 |

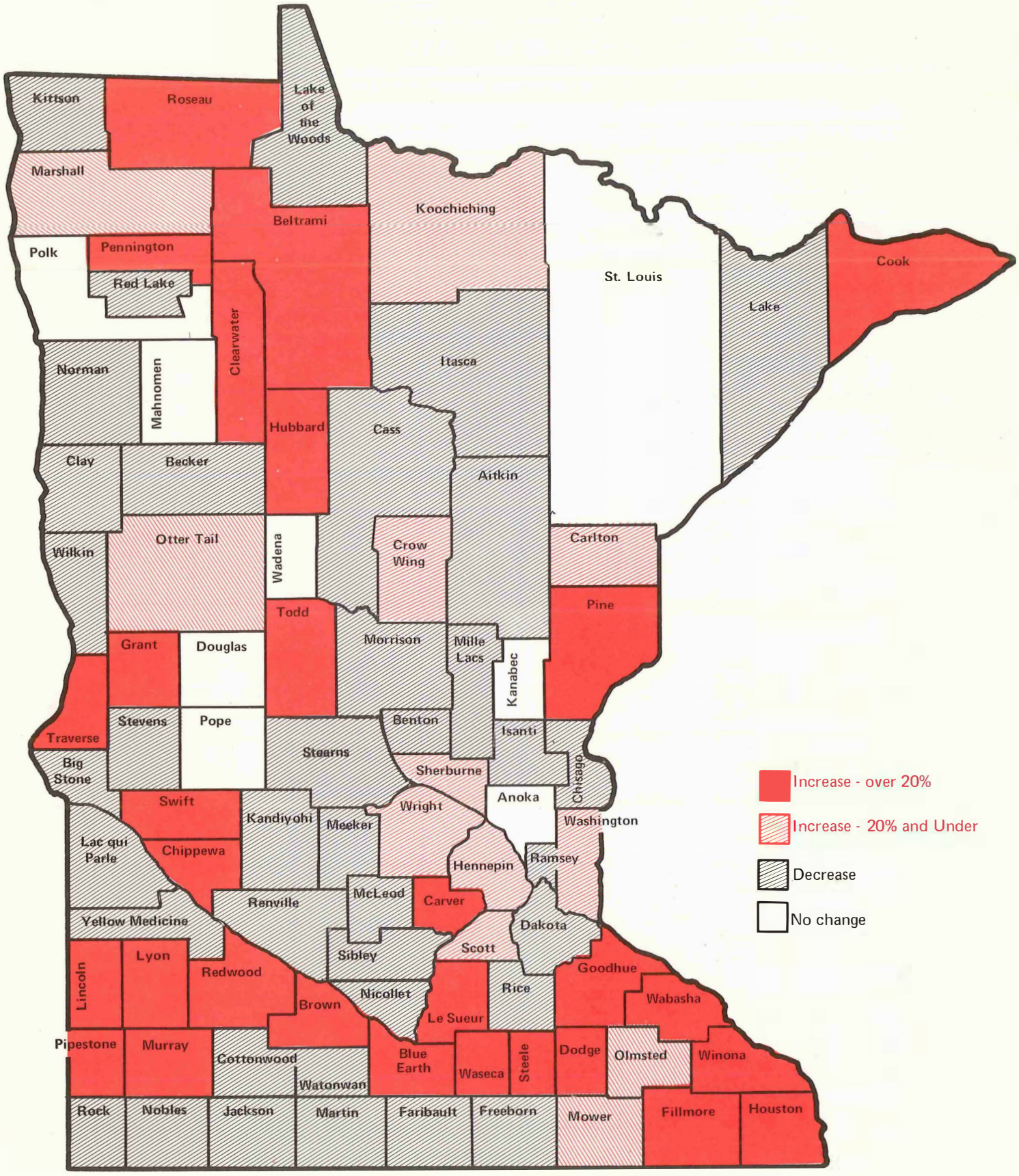
* All crashes are coded according to the first event; e.g., if a car hits a pedestrian and then a parked car, the crash is coded as a collision with a pedestrian.

** 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

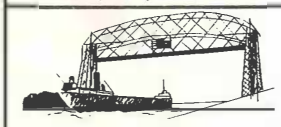
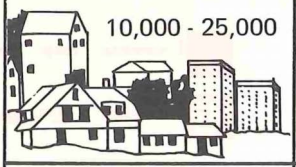
# CRASHES, KILLED, AND INJURED BY COUNTY FOR 1973 AND THE AVERAGE OF 1968 - 1972

| COUNTY | ALL CRASHES | | KILLED | | INJURED | |
|---|---|---|---|---|---|---|
| | Avg. 1968-72 | 1973 | Avg. 1968-72 | 1973 | Avg. 1968-72 | 1973 |
| Aitkin | 225 | 264 | 8 | 3 | 102 | 148 |
| Anoka | 3,392 | 4,029 | 36 | 36 | 1,776 | 2,188 |
| Becker | 453 | 532 | 12 | 10 | 214 | 260 |
| Beltrami | 585 | 579 | 11 | 16 | 217 | 187 |
| Benton | 540 | 626 | 12 | 9 | 269 | 362 |
| Big Stone | 140 | 148 | 4 | 1 | 58 | 48 |
| Blue Earth | 1,940 | 1,956 | 16 | 23 | 729 | 718 |
| Brown | 727 | 764 | 7 | 14 | 263 | 313 |
| Carlton | 569 | 602 | 11 | 13 | 212 | 247 |
| Carver | 581 | 713 | 12 | 23 | 282 | 340 |
| Cass | 319 | 355 | 14 | 11 | 154 | 182 |
| Chippewa | 286 | 269 | 5 | 9 | 92 | 72 |
| Chisago | 337 | 446 | 12 | 7 | 158 | 216 |
| Clay | 1,508 | 1,542 | 11 | 10 | 397 | 371 |
| Clearwater | 97 | 129 | 4 | 6 | 45 | 50 |
| Cook | 92 | 117 | 3 | 4 | 36 | 51 |
| Cottonwood | 260 | 320 | 6 | 4 | 88 | 129 |
| Crow Wing | 980 | 1,075 | 11 | 12 | 375 | 418 |
| Dakota | 3,173 | 3,992 | 34 | 23 | 1,304 | 1,713 |
| Dodge | 197 | 230 | 5 | 7 | 93 | 132 |
| Douglas | 521 | 605 | 7 | 7 | 212 | 217 |
| Faribault | 348 | 363 | 6 | 5 | 152 | 160 |
| Fillmore | 375 | 366 | 6 | 12 | 136 | 129 |
| Freeborn | 974 | 1,000 | 10 | 7 | 406 | 377 |
| Goodhue | 841 | 930 | 12 | 17 | 318 | 429 |
| Grant | 84 | 97 | 3 | 5 | 43 | 38 |
| Hennepin | 33,225 | 33,348 | 122 | 123 | 12,684 | 12,572 |
| Houston | 314 | 373 | 4 | 7 | 138 | 160 |
| Hubbard | 205 | 276 | 5 | 10 | 112 | 117 |
| Isanti | 267 | 280 | 10 | 6 | 132 | 177 |
| Itasca | 714 | 776 | 15 | 13 | 302 | 360 |
| Jackson | 304 | 333 | 7 | 2 | 127 | 141 |
| Kanabec | 176 | 189 | 5 | 5 | 94 | 100 |
| Kandiyohi | 768 | 862 | 12 | 11 | 284 | 292 |
| Kittson | 97 | 113 | 3 | 2 | 39 | 59 |
| Koochiching | 358 | 362 | 7 | 8 | 160 | 202 |
| Lac qui Parle | 162 | 168 | 6 | 5 | 69 | 82 |
| Lake | 276 | 310 | 5 | 4 | 113 | 122 |
| Lake of the Woods | 50 | 67 | 2 | 1 | 25 | 43 |
| Le Sueur | 385 | 451 | 6 | 14 | 154 | 184 |
| Lincoln | 102 | 114 | 3 | 4 | 53 | 54 |
| Lyon | 494 | 517 | 9 | 13 | 184 | 200 |
| McLeod | 573 | 609 | 16 | 9 | 210 | 213 |
| Mahnomen | 67 | 80 | 3 | 3 | 30 | 34 |
| Marshall | 153 | 168 | 5 | 6 | 71 | 79 |
| Martin | 542 | 667 | 11 | 4 | 238 | 301 |
| Meeker | 377 | 383 | 8 | 4 | 146 | 144 |
| Mille Lacs | 342 | 352 | 8 | 3 | 153 | 146 |
| Morrison | 636 | 659 | 15 | 13 | 292 | 332 |
| Mower | 1,070 | 1,035 | 10 | 11 | 424 | 415 |
| Murray | 155 | 158 | 4 | 5 | 67 | 52 |
| Nicollet | 550 | 620 | 10 | 4 | 214 | 258 |
| Nobles | 524 | 511 | 9 | 7 | 176 | 152 |
| Norman | 122 | 125 | 4 | 3 | 54 | 49 |
| Olmsted | 2,251 | 2,569 | 19 | 21 | 913 | 998 |
| Otter Tail | 821 | 811 | 16 | 17 | 324 | 354 |
| Pennington | 349 | 405 | 2 | 4 | 120 | 159 |
| Pine | 296 | 308 | 7 | 12 | 128 | 125 |
| Pipestone | 221 | 255 | 5 | 7 | 85 | 96 |
| Polk | 734 | 790 | 15 | 15 | 303 | 279 |
| Pope | 145 | 182 | 4 | 4 | 65 | 57 |
| Ramsey | 16,904 | 16,957 | 60 | 57 | 5,944 | 6,039 |
| Red Lake | 71 | 90 | 3 | 1 | 32 | 39 |
| Redwood | 303 | 344 | 4 | 8 | 128 | 198 |
| Renville | 347 | 338 | 12 | 8 | 145 | 140 |
| Rice | 1,052 | 1,146 | 13 | 10 | 403 | 439 |
| Rock | 202 | 236 | 4 | 2 | 77 | 69 |
| Roseau | 129 | 177 | 4 | 5 | 54 | 58 |
| St. Louis | 5,410 | 5,284 | 60 | 60 | 1,775 | 1,932 |
| Scott | 751 | 941 | 17 | 18 | 365 | 486 |
| Sherburne | 528 | 600 | 15 | 16 | 248 | 332 |
| Sibley | 236 | 284 | 6 | 4 | 113 | 143 |
| Stearns | 2,604 | 2,673 | 33 | 22 | 1,051 | 1,119 |
| Steele | 719 | 753 | 8 | 15 | 263 | 297 |
| Stevens | 173 | 195 | 2 | 0 | 58 | 77 |
| Swift | 227 | 252 | 5 | 8 | 91 | 104 |
| Todd | 292 | 324 | 8 | 14 | 124 | 160 |
| Traverse | 78 | 96 | 2 | 3 | 29 | 43 |
| Wabasha | 358 | 403 | 6 | 10 | 155 | 162 |
| Wadena | 221 | 210 | 3 | 3 | 66 | 66 |
| Waseca | 322 | 388 | 5 | 7 | 124 | 165 |
| Washington | 1,636 | 2,002 | 21 | 23 | 725 | 882 |
| Watonwan | 310 | 322 | 8 | 6 | 121 | 115 |
| Wilkin | 213 | 238 | 5 | 4 | 66 | 94 |
| Winona | 1,130 | 1,297 | 14 | 23 | 365 | 409 |
| Wright | 769 | 933 | 18 | 20 | 404 | 513 |
| Yellow Medicine | 199 | 198 | 6 | 3 | 80 | 88 |
| TOTALS | 102,553 | 107,956 | 1,012 | 1,024 | 39,820 | 42,772 |

## FATALITIES BY COUNTY COMPARED WITH 1968 - 1972 AVERAGE



## LOCATION OF CRASHES BY POPULATION, 1973

| | ALL CRASHES | FATAL CRASHES | PERSONAL INJURY CRASHES | PROPERTY DAMAGE CRASHES | KILLED | INJURED |
|---|---|---|---|---|---|---|
|  MINNEAPOLIS (434,400) | 18,221 | 54 | 4,142 | 14,025 | 58 | 6,426 |
|  ST. PAUL (309,866) | 12,539 | 33 | 2,958 | 9,548 | 35 | 4,084 |
|  DULUTH (105,578) | 2,861 | 17 | 675 | 2,169 | 18 | 933 |
|  BLOOMINGTON (81,970) | 2,515 | 8 | 647 | 1,860 | 8 | 953 |
| 25,000 - 50,000  | 17,709 | 49 | 4,640 | 13,020 | 51 | 6,852 |
| 10,000 - 25,000  | 15,349 | 56 | 3,899 | 11,394 | 61 | 5,706 |
| 2,500 - 10,000  | 12,128 | 55 | 2,820 | 9,253 | 60 | 4,147 |
|  RURAL (Under 2,500) | 26,634 | 606 | 8,144 | 17,884 | 733 | 13,671 |

# 1973
# COUNTY CRASH REPORT

| COUNTY | ALL CRASHES | FATAL CRASHES | NUMBER KILLED | PERSONAL INJURY CRASHES | NUMBER INJURED | PROPERTY DAMAGE CRASHES |
|---|---|---|---|---|---|---|
| Aitkin | 264 | 3 | 3 | 78 | 148 | 183 |
| Anoka | 4,029 | 32 | 36 | 1,354 | 2,188 | 2,643 |
| Becker | 532 | 9 | 10 | 148 | 260 | 375 |
| Beltrami | 579 | 10 | 16 | 118 | 187 | 451 |
| Benton | 626 | 9 | 9 | 206 | 362 | 411 |
| Big Stone | 148 | 1 | 1 | 32 | 48 | 115 |
| Blue Earth | 1,956 | 16 | 23 | 476 | 718 | 1,464 |
| Brown | 764 | 13 | 14 | 204 | 313 | 547 |
| Carlton | 602 | 12 | 13 | 162 | 247 | 428 |
| Carver | 713 | 17 | 23 | 213 | 340 | 483 |
| Cass | 355 | 9 | 11 | 105 | 182 | 241 |
| Chippewa | 269 | 8 | 9 | 47 | 72 | 214 |
| Chisago | 446 | 6 | 7 | 141 | 216 | 299 |
| Clay | 1,542 | 10 | 10 | 257 | 371 | 1,275 |
| Clearwater | 129 | 4 | 6 | 27 | 50 | 98 |
| Cook | 117 | 3 | 4 | 34 | 51 | 80 |
| Cottonwood | 320 | 3 | 4 | 67 | 129 | 250 |
| Crow Wing | 1,075 | 11 | 12 | 274 | 418 | 790 |
| Dakota | 3,992 | 21 | 23 | 1,111 | 1,713 | 2,860 |
| Dodge | 230 | 5 | 7 | 75 | 132 | 150 |
| Douglas | 605 | 7 | 7 | 143 | 217 | 455 |
| Faribault | 363 | 5 | 5 | 104 | 160 | 254 |
| Fillmore | 366 | 8 | 12 | 79 | 129 | 279 |
| Freeborn | 1,000 | 7 | 7 | 258 | 377 | 735 |
| Goodhue | 930 | 14 | 17 | 257 | 429 | 659 |
| Grant | 97 | 3 | 5 | 24 | 38 | 70 |
| Hennepin | 33,348 | 116 | 123 | 8,254 | 12,572 | 24,978 |
| Houston | 373 | 4 | 7 | 100 | 160 | 269 |
| Hubbard | 276 | 10 | 10 | 72 | 117 | 194 |
| Isanti | 280 | 6 | 6 | 98 | 177 | 176 |
| Itasca | 776 | 12 | 13 | 224 | 360 | 540 |
| Jackson | 333 | 2 | 2 | 89 | 141 | 242 |
| Kanabec | 189 | 5 | 5 | 51 | 100 | 133 |
| Kandiyohi | 862 | 10 | 11 | 211 | 292 | 641 |
| Kittson | 113 | 2 | 2 | 37 | 59 | 74 |
| Koochiching | 362 | 7 | 8 | 127 | 202 | 228 |
| Lac Qui Parle | 168 | 5 | 5 | 55 | 82 | 108 |
| Lake | 310 | 2 | 4 | 92 | 122 | 216 |
| Lake of the Woods | 67 | 1 | 1 | 25 | 43 | 41 |
| Le Sueur | 451 | 10 | 14 | 117 | 184 | 324 |
| Lincoln | 114 | 4 | 4 | 25 | 54 | 85 |
| Lyon | 517 | 12 | 13 | 139 | 200 | 366 |
| McLeod | 609 | 7 | 9 | 143 | 213 | 459 |
| Mahnomen | 80 | 2 | 3 | 18 | 34 | 60 |
| Marshall | 168 | 5 | 6 | 50 | 79 | 113 |
| Martin | 667 | 4 | 4 | 190 | 301 | 473 |
| Meeker | 383 | 4 | 4 | 90 | 144 | 289 |
| Mille Lacs | 352 | 3 | 3 | 96 | 146 | 253 |
| Morrison | 659 | 11 | 13 | 197 | 332 | 451 |
| Mower | 1,035 | 10 | 11 | 283 | 415 | 742 |
| Murray | 158 | 4 | 5 | 33 | 52 | 121 |

| COUNTY | ALL CRASHES | FATAL CRASHES | NUMBER KILLED | PERSONAL INJURY CRASHES | NUMBER INJURED | PROPERTY DAMAGE CRASHES |
|---|---|---|---|---|---|---|
| Nicollet | 620 | 4 | 4 | 156 | 258 | 460 |
| Nobles | 511 | 6 | 7 | 110 | 152 | 395 |
| Norman | 125 | 3 | 3 | 23 | 49 | 99 |
| Olmsted | 2,569 | 18 | 21 | 664 | 998 | 1,887 |
| Otter Tail | 811 | 13 | 17 | 210 | 354 | 588 |
| Pennington | 405 | 3 | 4 | 99 | 159 | 303 |
| Pine | 308 | 9 | 12 | 75 | 125 | 224 |
| Pipestone | 255 | 7 | 7 | 53 | 96 | 195 |
| Polk | 790 | 12 | 15 | 180 | 279 | 598 |
| Pope | 182 | 3 | 4 | 36 | 57 | 143 |
| Ramsey | 16,957 | 53 | 57 | 4,266 | 6,039 | 12,638 |
| Red Lake | 90 | 1 | 1 | 23 | 39 | 66 |
| Redwood | 344 | 7 | 8 | 125 | 198 | 212 |
| Renville | 338 | 7 | 8 | 84 | 140 | 247 |
| Rice | 1,146 | 8 | 10 | 284 | 439 | 854 |
| Rock | 236 | 2 | 2 | 48 | 69 | 186 |
| Roseau | 177 | 5 | 5 | 31 | 58 | 141 |
| St. Louis | 5,284 | 52 | 60 | 1,309 | 1,932 | 3,923 |
| Scott | 941 | 14 | 18 | 299 | 486 | 628 |
| Sherburne | 600 | 13 | 16 | 183 | 332 | 404 |
| Sibley | 284 | 3 | 4 | 88 | 143 | 193 |
| Stearns | 2,673 | 20 | 22 | 738 | 1,119 | 1,915 |
| Steele | 753 | 12 | 15 | 184 | 297 | 557 |
| Stevens | 195 | 0 | 0 | 53 | 77 | 142 |
| Swift | 252 | 7 | 8 | 73 | 104 | 172 |
| Todd | 324 | 8 | 14 | 95 | 160 | 221 |
| Traverse | 96 | 3 | 3 | 25 | 43 | 68 |
| Wabasha | 403 | 7 | 10 | 103 | 162 | 293 |
| Wadena | 210 | 3 | 3 | 40 | 66 | 167 |
| Waseca | 388 | 5 | 7 | 102 | 165 | 281 |
| Washington | 2,002 | 19 | 23 | 582 | 882 | 1,401 |
| Watonwan | 322 | 5 | 6 | 72 | 115 | 245 |
| Wilkin | 238 | 4 | 4 | 53 | 94 | 181 |
| Winona | 1,297 | 19 | 23 | 287 | 409 | 991 |
| Wright | 933 | 16 | 20 | 311 | 513 | 606 |
| Yellow Medicine | 198 | 3 | 3 | 51 | 88 | 144 |
| TOTALS | 107,956 | 878 | 1,024 | 27,925 | 42,772 | 79,153 |

# 1973
# MINNESOTA MOTOR VEHICLE TRAFFIC CRASHES
# BY CITY GROUPINGS

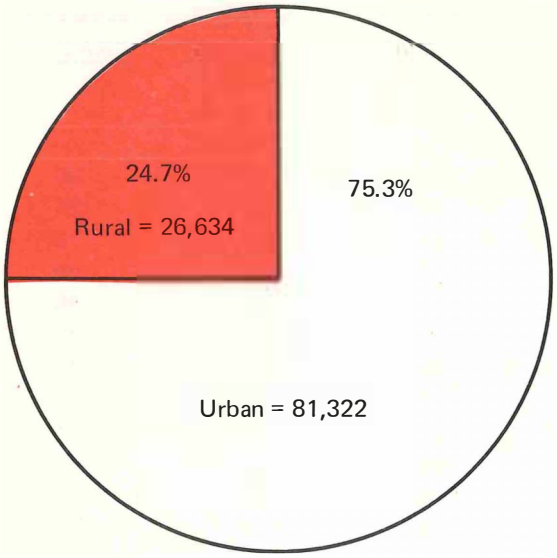
| CITY GROUP | ALL CRASHES | FATAL CRASHES | NUMBER KILLED | PERSONAL INJURY CRASHES | NUMBER INJURED | PROPERTY DAMAGE CRASHES |
|---|---|---|---|---|---|---|
| **A. Pop. 100,000 or more** | | | | | | |
| Minneapolis | 18,221 | 54 | 58 | 4,142 | 6,426 | 14,025 |
| St. Paul | 12,539 | 33 | 35 | 2,958 | 4,084 | 9,548 |
| Duluth | 2,861 | 17 | 18 | 675 | 933 | 2,169 |
| **B. Pop. 20,000 - 99,999** | | | | | | |
| Austin | 745 | 2 | 2 | 195 | 271 | 548 |
| Bloomington | 2,515 | 8 | 8 | 647 | 953 | 1,860 |
| Brooklyn Center | 997 | 1 | 1 | 243 | 371 | 753 |
| Crystal | 523 | 3 | 3 | 152 | 226 | 368 |
| Edina | 1,220 | 3 | 4 | 311 | 439 | 906 |
| Mankato | 1,466 | 2 | 2 | 323 | 461 | 1,141 |
| Minnetonka | 902 | 3 | 3 | 275 | 402 | 624 |
| Moorhead | 1,178 | 2 | 2 | 181 | 243 | 995 |
| Richfield | 1,435 | 3 | 3 | 362 | 522 | 1,070 |
| Rochester | 1,941 | 3 | 3 | 461 | 671 | 1,477 |
| Roseville | 1,177 | 3 | 3 | 317 | 483 | 857 |
| St. Cloud | 1,783 | 3 | 3 | 458 | 656 | 1,322 |
| St. Louis Park | 1,295 | 1 | 1 | 346 | 505 | 948 |
| South St. Paul | 651 | 0 | 0 | 126 | 180 | 525 |
| Winona | 860 | 4 | 4 | 194 | 264 | 662 |
| **C. Pop. 10,000 - 19,999** | | | | | | |
| Albert Lea | 650 | 2 | 2 | 146 | 197 | 502 |
| Anoka | 504 | 0 | 0 | 117 | 195 | 387 |
| Brainerd | 511 | 0 | 0 | 102 | 143 | 409 |
| Brooklyn Park | 592 | 3 | 3 | 198 | 315 | 391 |
| Burnsville | 630 | 4 | 5 | 187 | 292 | 439 |
| Columbia Heights | 581 | 2 | 3 | 171 | 237 | 408 |
| Coon Rapids | 692 | 4 | 4 | 253 | 409 | 435 |
| Cottage Grove | 242 | 2 | 2 | 64 | 96 | 176 |
| Faribault | 591 | 1 | 1 | 147 | 216 | 443 |
| Fergus Falls | 275 | 0 | 0 | 66 | 82 | 209 |
| Fridley | 979 | 8 | 9 | 341 | 547 | 630 |
| Golden Valley | 998 | 1 | 1 | 282 | 431 | 715 |
| Hibbing | 385 | 2 | 2 | 99 | 147 | 284 |
| Hopkins | 677 | 2 | 2 | 193 | 274 | 482 |
| Maplewood | 669 | 3 | 3 | 225 | 338 | 441 |
| New Ulm | 415 | 4 | 4 | 95 | 136 | 316 |
| Owatonna | 476 | 3 | 3 | 103 | 146 | 370 |
| Red Wing | 429 | 2 | 2 | 100 | 143 | 327 |
| Robbinsdale | 573 | 2 | 2 | 122 | 163 | 449 |
| Virginia | 392 | 1 | 1 | 67 | 92 | 324 |
| West St. Paul | 563 | 0 | 0 | 148 | 234 | 415 |
| White Bear Lake | 601 | 3 | 3 | 196 | 283 | 402 |
| Willmar | 497 | 1 | 1 | 101 | 133 | 395 |
| **D. Pop. 5,000 - 9,000** | | | | | | |
| Alexandria | 303 | 0 | 0 | 67 | 103 | 236 |
| Apple Valley | 117 | 1 | 1 | 43 | 76 | 73 |
| Bemidji | 325 | 1 | 1 | 52 | 71 | 272 |
| Blaine | 507 | 3 | 4 | 182 | 315 | 322 |
| Chisholm | 73 | 0 | 0 | 0 | 0 | 73 |
| Cloquet | 251 | 2 | 2 | 49 | 63 | 200 |
| Crookston | 229 | 0 | 0 | 51 | 63 | 178 |

| CITY GROUP | ALL CRASHES | FATAL CRASHES | NUMBER KILLED | PERSONAL INJURY CRASHES | NUMBER INJURED | PROPERTY DAMAGE CRASHES |
|---|---|---|---|---|---|---|
| Detroit Lakes | 204 | 0 | 0 | 39 | 55 | 165 |
| East Grand Forks | 218 | 3 | 3 | 40 | 61 | 175 |
| Eden Prairie | 289 | 3 | 4 | 97 | 140 | 189 |
| Ely | 103 | 0 | 0 | 5 | 5 | 98 |
| Eveleth | 41 | 0 | 0 | 2 | 6 | 39 |
| Fairmont | 364 | 1 | 1 | 91 | 135 | 272 |
| Falcon Heights | 138 | 0 | 0 | 30 | 43 | 108 |
| Grand Rapids | 279 | 0 | 0 | 56 | 81 | 223 |
| Hastings | 319 | 0 | 0 | 61 | 93 | 258 |
| Hutchinson | 265 | 0 | 0 | 42 | 52 | 223 |
| International Falls | 181 | 1 | 1 | 55 | 78 | 125 |
| Inver Grove Heights | 323 | 5 | 5 | 110 | 163 | 208 |
| Litchfield | 136 | 0 | 0 | 12 | 14 | 124 |
| Little Falls | 272 | 0 | 0 | 51 | 69 | 221 |
| Marshall | 218 | 1 | 1 | 61 | 78 | 156 |
| Mendota Heights | 287 | 1 | 1 | 74 | 109 | 212 |
| Montevideo | 132 | 2 | 2 | 17 | 25 | 113 |
| Mound | 117 | 0 | 0 | 26 | 37 | 91 |
| Mounds View | 229 | 1 | 1 | 69 | 119 | 159 |
| New Brighton | 369 | 2 | 3 | 101 | 141 | 266 |
| Northfield | 210 | 1 | 1 | 28 | 38 | 181 |
| North Mankato | 168 | 0 | 0 | 37 | 61 | 131 |
| North St. Paul | 233 | 3 | 4 | 71 | 116 | 159 |
| Orono | 192 | 5 | 5 | 65 | 99 | 122 |
| Pipestone | 128 | 0 | 0 | 28 | 41 | 100 |
| Plymouth | 509 | 4 | 4 | 160 | 244 | 345 |
| St. Anthony | 208 | 0 | 0 | 50 | 67 | 158 |
| St. Peter | 210 | 1 | 1 | 46 | 66 | 163 |
| Shakopee | 287 | 2 | 2 | 83 | 123 | 202 |
| Shoreview | 181 | 2 | 2 | 48 | 67 | 131 |
| Stillwater | 283 | 0 | 0 | 64 | 87 | 219 |
| Thief River Falls | 307 | 1 | 1 | 68 | 100 | 238 |
| Waseca | 195 | 1 | 1 | 38 | 53 | 156 |
| Worthington | 314 | 1 | 2 | 61 | 80 | 252 |
| **E. Pop. 2,500 - 4,999** | | | | | | |
| Arden Hills | 209 | 0 | 0 | 73 | 109 | 136 |
| Aurora | 42 | 0 | 0 | 7 | 12 | 35 |
| Babbitt | 19 | 0 | 0 | 2 | 4 | 17 |
| Bayport | 45 | 1 | 1 | 11 | 14 | 33 |
| Benson | 76 | 1 | 1 | 20 | 25 | 55 |
| Blue Earth | 84 | 0 | 0 | 16 | 22 | 68 |
| Breckenridge | 121 | 0 | 0 | 20 | 27 | 101 |
| Buffalo | 111 | 0 | 0 | 30 | 39 | 81 |
| Caledonia | 45 | 0 | 0 | 7 | 7 | 38 |
| Cambridge | 88 | 2 | 2 | 22 | 36 | 64 |
| Chanhassen | 154 | 2 | 2 | 49 | 80 | 103 |
| Chaska | 111 | 1 | 2 | 31 | 48 | 79 |
| Circle Pines | 35 | 0 | 0 | 14 | 23 | 21 |
| Deephaven | 28 | 0 | 0 | 5 | 9 | 23 |
| East Bethel | 44 | 2 | 2 | 17 | 39 | 25 |
| East Granite Falls | 7 | 0 | 0 | 0 | 0 | 7 |
| Excelsior | 97 | 0 | 0 | 20 | 24 | 77 |

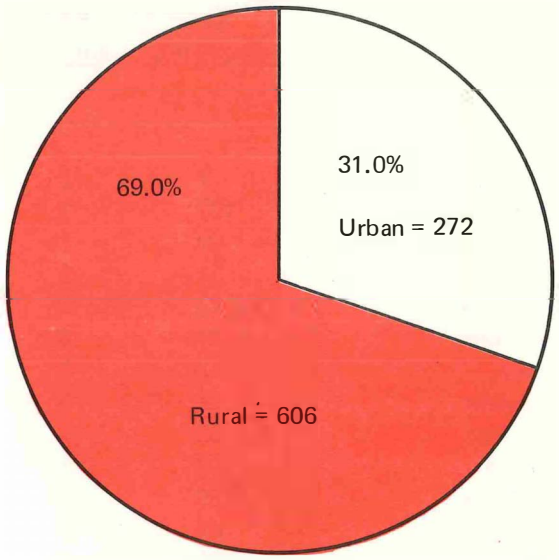
| CITY GROUP | ALL CRASHES | FATAL CRASHES | NUMBER KILLED | PERSONAL INJURY CRASHES | NUMBER INJURED | PROPERTY DAMAGE CRASHES |
|---|---|---|---|---|---|---|
| Farmington | 77 | 0 | 0 | 17 | 22 | 60 |
| Forest Lake | 127 | 1 | 1 | 35 | 59 | 91 |
| Glencoe | 90 | 1 | 1 | 13 | 18 | 76 |
| Glenwood | 51 | 0 | 0 | 2 | 4 | 49 |
| Granite Falls | 43 | 0 | 0 | 8 | 11 | 35 |
| Hoyt Lakes | 28 | 0 | 0 | 5 | 7 | 23 |
| Jackson | 112 | 0 | 0 | 19 | 24 | 93 |
| LaCrescent | 82 | 0 | 0 | 22 | 31 | 60 |
| Lake City | 92 | 0 | 0 | 21 | 25 | 71 |
| Lakeville | 208 | 2 | 3 | 60 | 81 | 146 |
| Lino Lakes | 108 | 2 | 2 | 44 | 78 | 62 |
| Le Sueur | 64 | 0 | 0 | 6 | 8 | 58 |
| Little Canada | 236 | 2 | 2 | 78 | 113 | 156 |
| Luverne | 96 | 0 | 0 | 15 | 18 | 81 |
| Mahtomedi | 36 | 0 | 0 | 9 | 14 | 27 |
| Maple Grove | 190 | 1 | 1 | 63 | 102 | 126 |
| Minnetrista | 71 | 2 | 2 | 28 | 47 | 41 |
| Mora | 59 | 0 | 0 | 11 | 18 | 48 |
| Morris | 110 | 0 | 0 | 24 | 34 | 86 |
| New Hope | 340 | 0 | 0 | 104 | 145 | 236 |
| Newport | 156 | 2 | 3 | 45 | 61 | 109 |
| New Prague | 69 | 0 | 0 | 9 | 10 | 60 |
| Olivia | 59 | 0 | 0 | 7 | 13 | 52 |
| Ortonville | 63 | 0 | 0 | 11 | 14 | 52 |
| Osseo | 126 | 0 | 0 | 21 | 29 | 105 |
| Park Rapids | 78 | 0 | 0 | 11 | 14 | 67 |
| Princeton | 95 | 0 | 0 | 27 | 37 | 68 |
| Proctor | 51 | 0 | 0 | 8 | 11 | 43 |
| Redwood Falls | 109 | 0 | 0 | 27 | 46 | 82 |
| Roseau | 62 | 0 | 0 | 3 | 5 | 59 |
| St. James | 110 | 0 | 0 | 20 | 21 | 90 |
| St. Paul Park | 67 | 0 | 0 | 17 | 20 | 50 |
| Sauk Centre | 51 | 0 | 0 | 5 | 9 | 46 |
| Sauk Rapids | 104 | 0 | 0 | 34 | 57 | 70 |
| Shorewood | 85 | 1 | 1 | 24 | 35 | 60 |
| Silver Bay | 40 | 0 | 0 | 10 | 15 | 30 |
| Sleepy Eye | 88 | 0 | 0 | 21 | 30 | 67 |
| Springfield | 56 | 1 | 1 | 8 | 12 | 47 |
| Spring Lake Park | 159 | 0 | 0 | 56 | 80 | 103 |
| Staples | 33 | 0 | 0 | 1 | 1 | 32 |
| Stewartville | 40 | 0 | 0 | 8 | 13 | 32 |
| Tracy | 52 | 0 | 0 | 9 | 15 | 43 |
| Two Harbors | 101 | 0 | 0 | 17 | 20 | 84 |
| Vadnais Heights | 109 | 0 | 0 | 35 | 53 | 74 |
| Wadena | 121 | 0 | 0 | 19 | 29 | 102 |
| Waite Park | 145 | 1 | 1 | 45 | 83 | 99 |
| Wayzata | 278 | 3 | 3 | 62 | 104 | 213 |
| Wells | 42 | 0 | 0 | 8 | 10 | 34 |
| Windom | 163 | 0 | 0 | 24 | 35 | 139 |
| Woodbury | 129 | 1 | 1 | 42 | 66 | 86 |

## LOCATION OF 1973 CRASHES BY URBAN OR RURAL AREA

ALL CRASHES = 107,956




FATAL CRASHES = 878

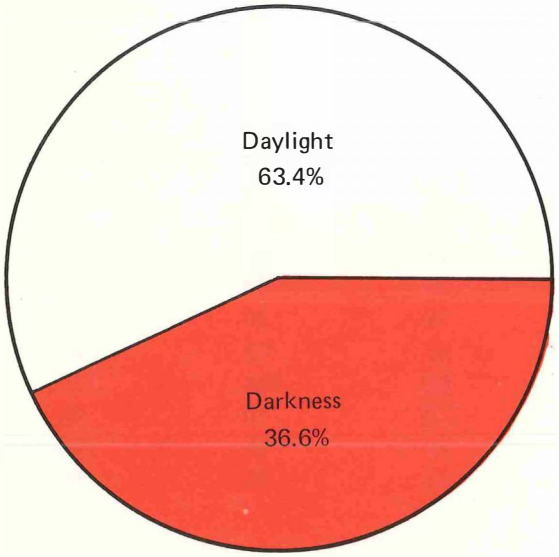



## LIGHT CONDITIONS IN 1973 CRASHES

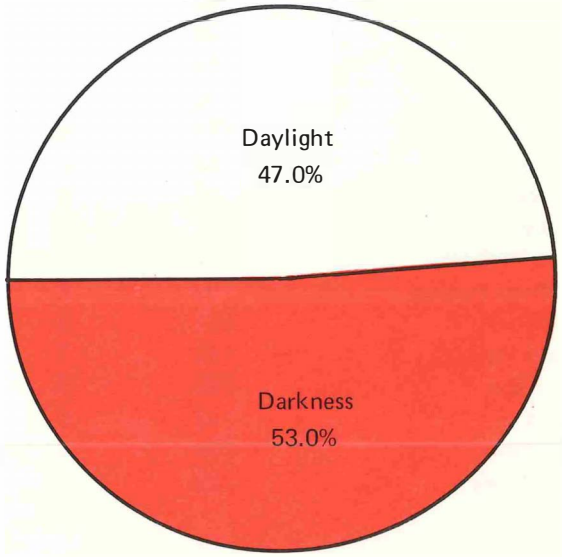
| | ALL CRASHES | FATAL CRASHES | PERSONAL INJURY CRASHES | PROPERTY DAMAGE CRASHES |
|---|---|---|---|---|
| Daylight | 68,478 | 413 | 16,816 | 51,249 |
| Darkness | 39,478 | 465 | 11,109 | 27,904 |
| TOTAL | 107,956 | 878 | 27,925 | 79,153 |

| NUMBER KILLED | NUMBER INJURED |
|---|---|
| 483 | 25,683 |
| 541 | 17,089 |
| 1,024 | 42,772 |

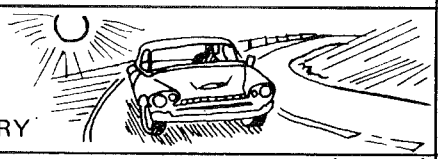
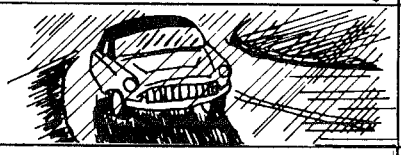
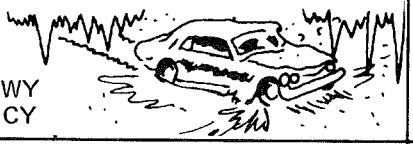
ALL CRASHES



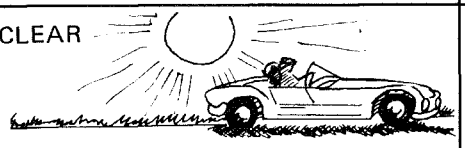
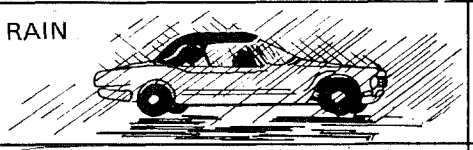
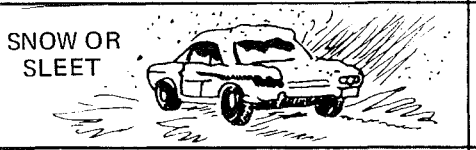
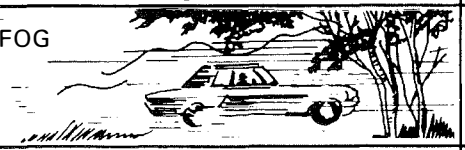

FATAL CRASHES



## ROAD SURFACE CONDITIONS IN 1973 TRAFFIC CRASHES

| | ALL CRASHES | FATAL CRASHES | PERSONAL INJURY CRASHES | PROPERTY DAMAGE CRASHES |
|---|---|---|---|---|
|  DRY | 48,311 | 665 | 18,212 | 29,434 |
|  WET | 16,626 | 115 | 5,822 | 10,689 |
|  SNOWY OR ICY | 12,596 | 81 | 3,117 | 9,398 |
| ALL OTHERS & NOT STATED | 30,423 | 17 | 774 | 29,632 |
| TOTAL | 107,956 | 878 | 27,925 | 79,153 |

## WEATHER CONDITIONS IN 1973 TRAFFIC CRASHES

| | ALL CRASHES | FATAL CRASHES | PERSONAL INJURY CRASHES | PROPERTY DAMAGE CRASHES |
|---|---|---|---|---|
|  CLEAR | 63,329 | 753 | 22,597 | 39,979 |
|  RAIN | 8,599 | 66 | 2,992 | 5,541 |
|  SNOW OR SLEET | 4,369 | 22 | 1,148 | 3,199 |
|  FOG | 847 | 12 | 311 | 524 |
| ALL OTHER | 30,812 | 25 | 877 | 29,910 |
| TOTAL | 107,956 | 878 | 27,925 | 79,153 |

## 1973 ROAD MILEAGE SUMMARY

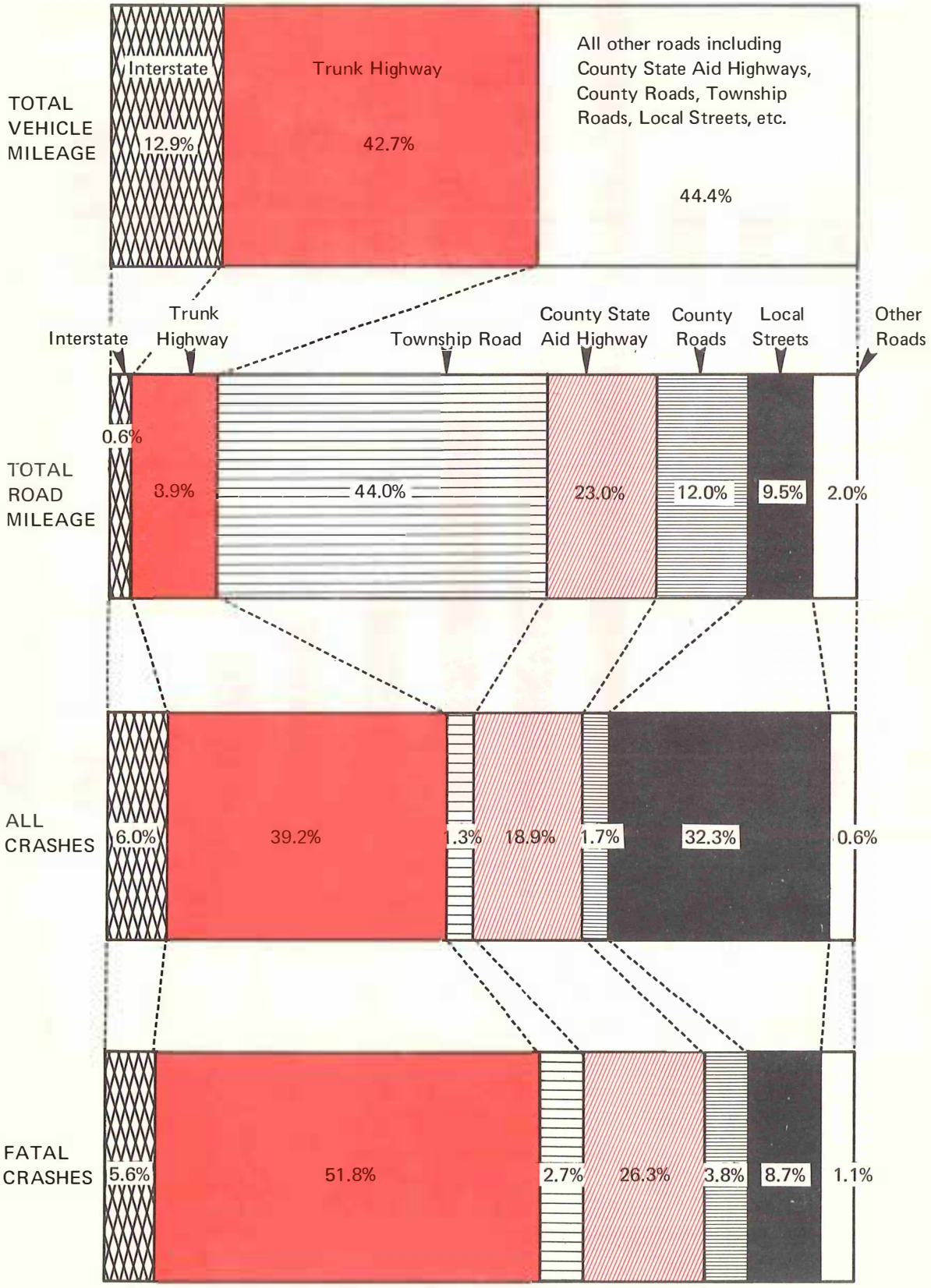
| TYPE OF ROAD | MILES | PERCENT |
|---|---|---|
| Interstate Freeways | | |
| Open to Traffic | 716 | 0.6% |
| Trunk Highways | 11,458 | 8.9 |
| County State Aid Highways | 29,560 | 23.0 |
| County Roads | 15,409 | 12.0 |
| Township Road | 56,423 | 44.0 |
| Local Street | 12,203 | 9.5 |
| Other Road | 2,533 | 2.0 |
| TOTAL | 128,302 | 100.0% |

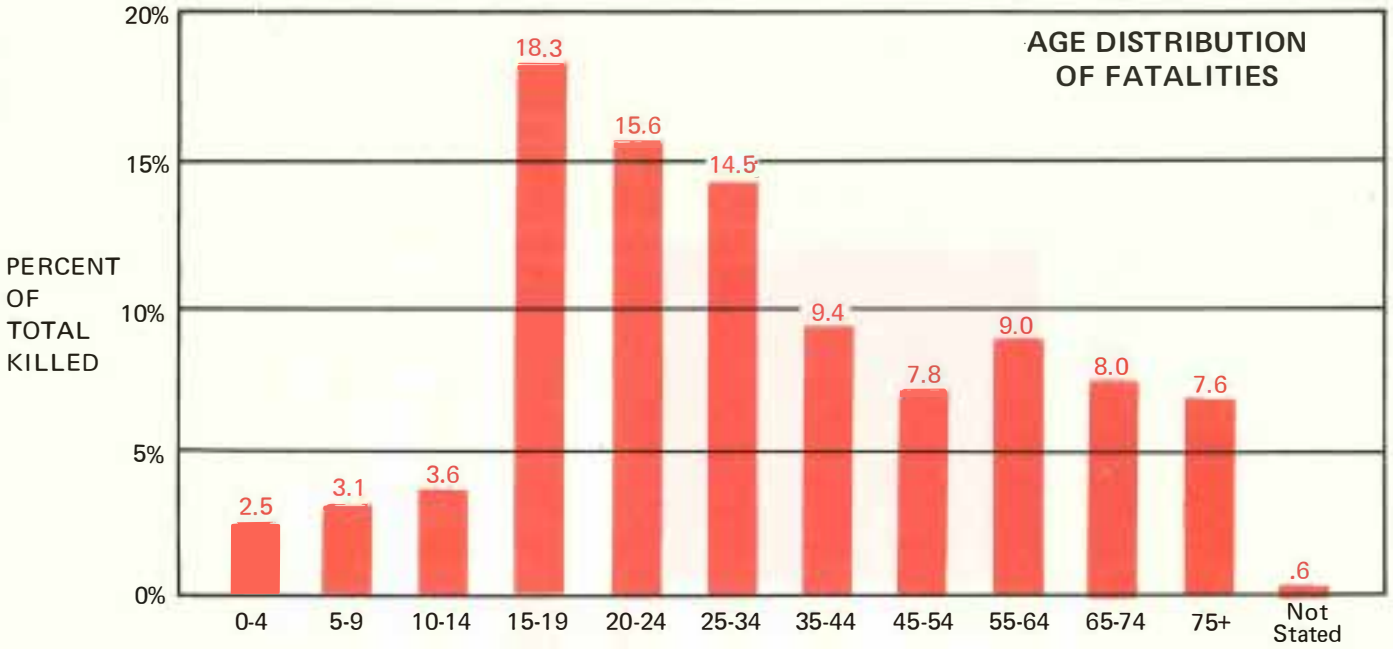
## 1973 CRASHES BY TYPE OF ROAD CLASSIFICATION

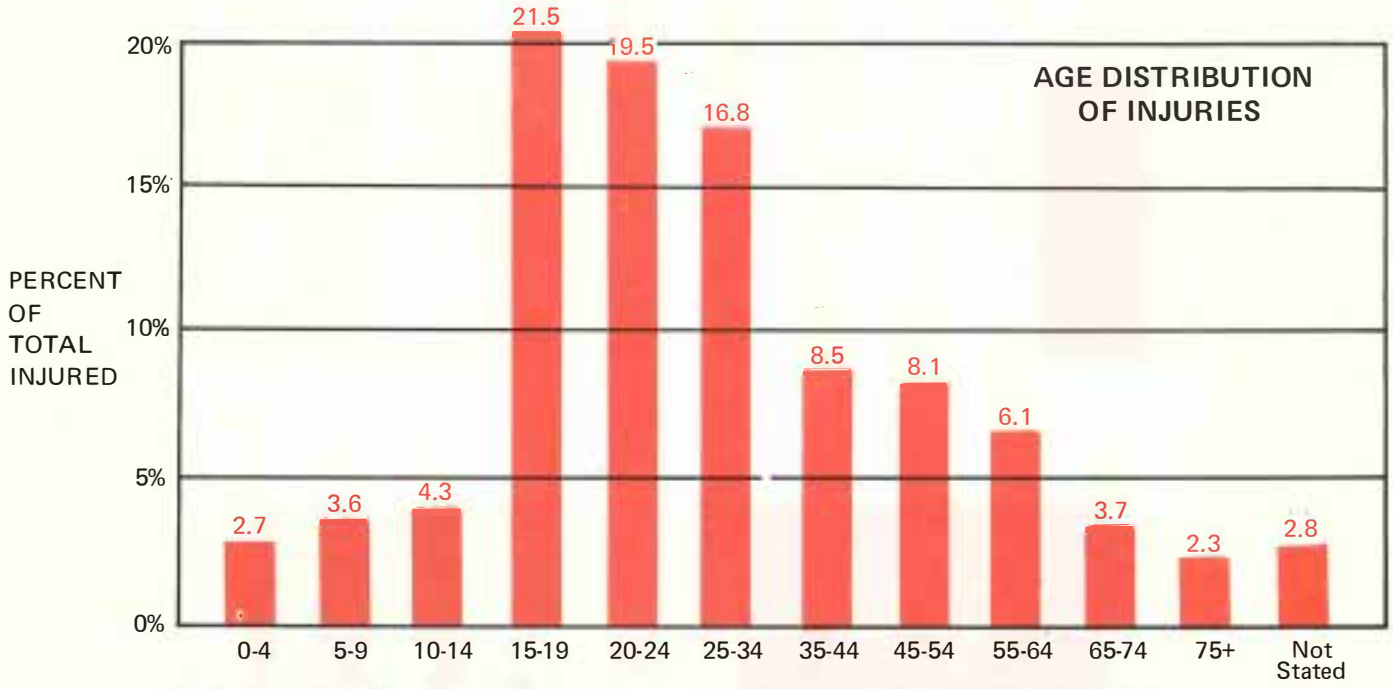
| ROAD CLASSIFICATION | ALL CRASHES | FATAL CRASHES | PERSONAL INJURY CRASHES | PROPERTY DAMAGE CRASHES | NUMBER OF PEOPLE KILLED | NUMBER OF PEOPLE INJURED |
|---|---|---|---|---|---|---|
| Urban* Interstate | 5,461 | 34 | 1,307 | 4,120 | 36 | 1,947 |
| Rural Interstate | 1,000 | 15 | 242 | 743 | 18 | 410 |
| Urban* Trunk Highway | 28,882 | 115 | 7,470 | 21,297 | 125 | 11,500 |
| Rural Trunk Highway | 13,426 | 340 | 4,134 | 8,952 | 420 | 7,251 |
| County State Aid Highway | 20,462 | 231 | 6,236 | 13,995 | 265 | 9,576 |
| County Road | 1,820 | 33 | 590 | 1,197 | 39 | 930 |
| Township Road | 1,386 | 24 | 428 | 934 | 31 | 716 |
| Local Street | 34,858 | 76 | 7,346 | 27,436 | 78 | 10,174 |
| Other Road | 661 | 10 | 172 | 479 | 12 | 268 |
| TOTAL | 107,956 | 878 | 27,925 | 79,153 | 1,024 | 42,772 |

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

## 1973 MILEAGE AND CRASH DISTRIBUTION BY TYPE OF ROADWAY

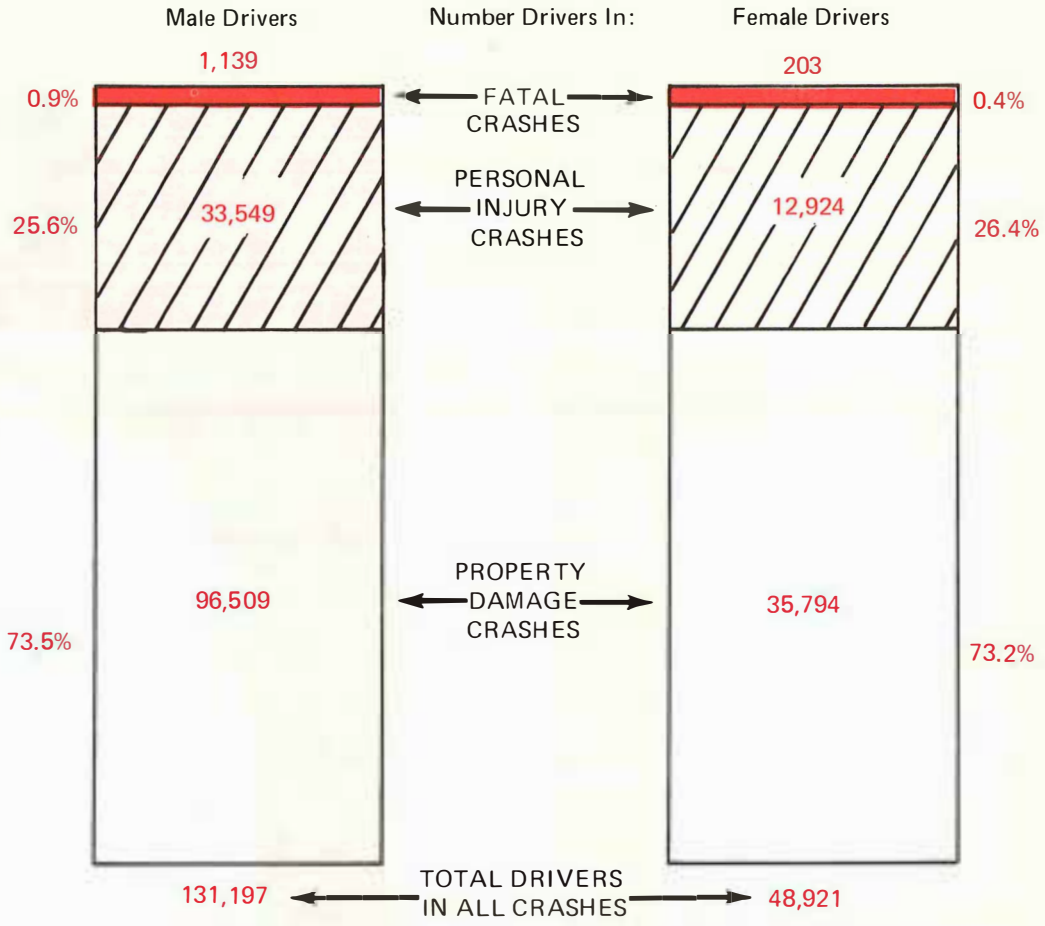




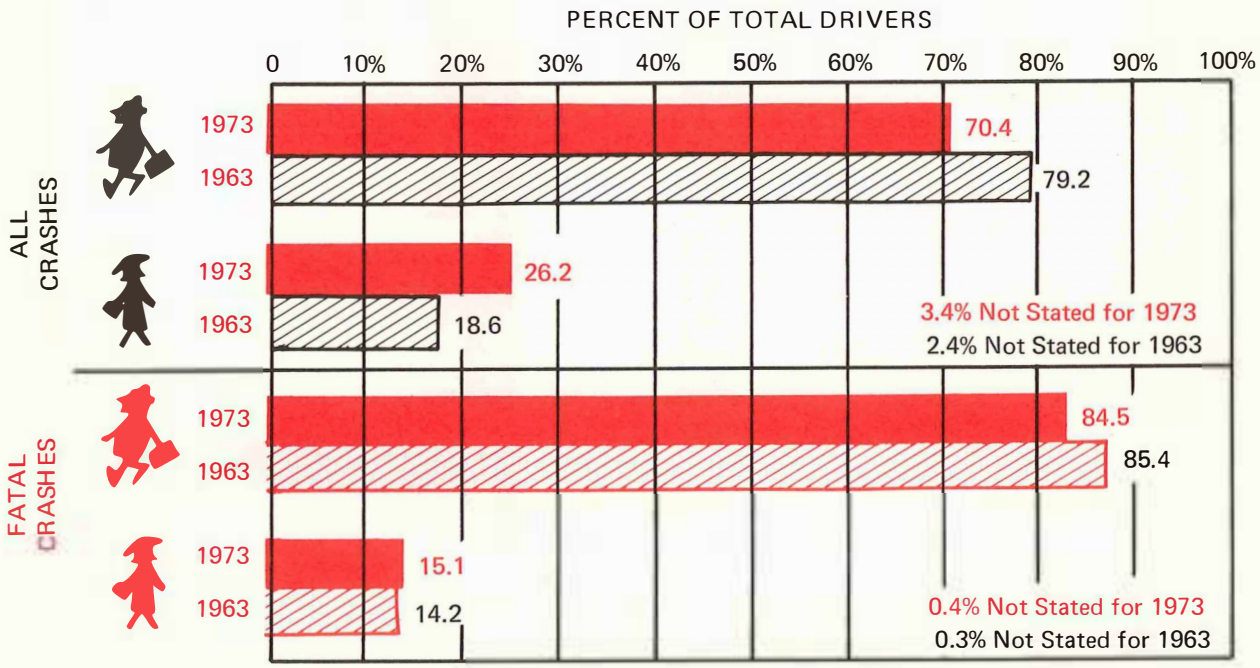




| AGE GROUP | TOTAL KILLED | | | TOTAL INJURED | | |
|---|---|---|---|---|---|---|
| | All | Male | Female | All | Male | Female |
| 0 - 4 | 26 | 20 | 6 | 1,171 | 596 | 575 |
| 5 - 9 | 32 | 23 | 9 | 1,561 | 874 | 687 |
| 10 - 14 | 37 | 25 | 12 | 1,826 | 1,008 | 818 |
| 15 - 19 | 187 | 126 | 61 | 9,214 | 5,635 | 3,579 |
| 20 - 24 | 160 | 132 | 28 | 8,344 | 5,199 | 3,145 |
| 25 - 34 | 148 | 118 | 30 | 7,196 | 4,325 | 2,871 |
| 35 - 44 | 96 | 64 | 32 | 3,640 | 1,991 | 1,649 |
| 45 - 54 | 80 | 57 | 23 | 3,459 | 1,744 | 1,715 |
| 55 - 64 | 92 | 55 | 37 | 2,612 | 1,328 | 1,284 |
| 65 - 74 | 82 | 45 | 37 | 1,592 | 721 | 871 |
| 75 - up | 78 | 52 | 26 | 970 | 515 | 455 |
| Not Stated | 6 | 2 | 4 | 1,187 | 547 | 640 |
| TOTAL | 1,024 | 719 | 305 | 42,772 | 24,483 | 18,289 |

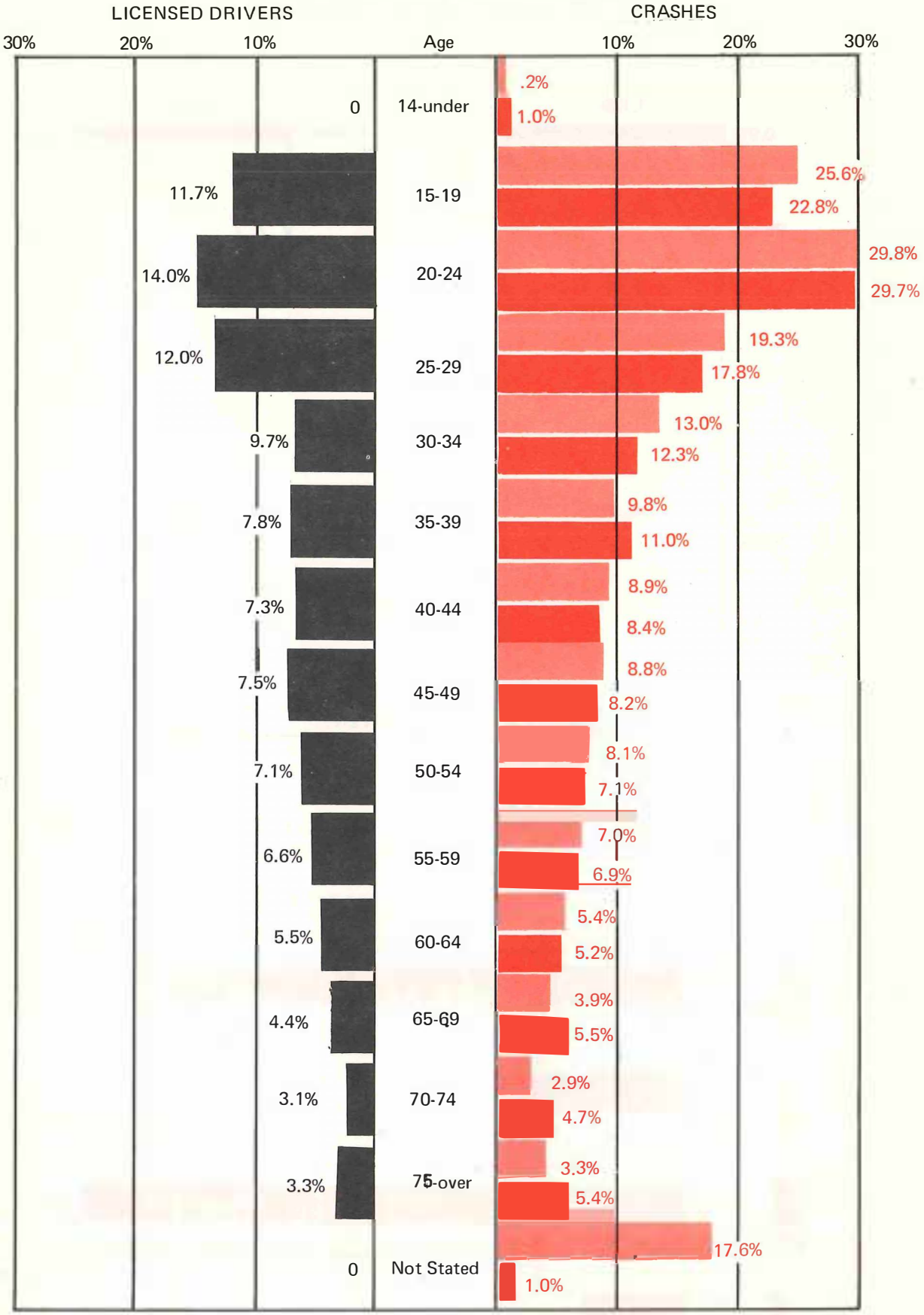
## DISTRIBUTION OF DRIVERS IN 1973 CRASHES BY SEX AND DEGREE OF SEVERITY




## 1963 - 1973 COMPARISON OF MALE AND FEMALE DRIVERS IN CRASHES



## AGE DISTRIBUTION OF LICENSED DRIVERS AND MOTOR VEHICLE CRASHES, 1973




Percent of All Licensed Drivers

Proportion of All Crashes Involving This Age Group

Proportion of All Fatal Crashes Involving This Age Group

Total Crashes: 107,956
Fatal Crashes: 878

Note: The crash involvement statistics are derived from the actual number of crashes in which each age group appears. Since members of different age groups may appear in the same accident, that crash appears twice or more and thus the percentage involvement totals more than 100%.

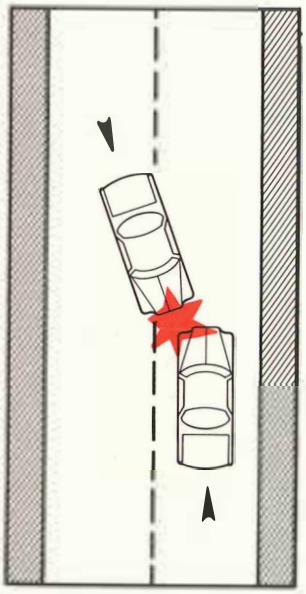
## DRIVERS IN 1973 TRAFFIC CRASHES

| AGE | NUMBER OF DRIVERS IN: ALL CRASHES | FATAL CRASHES | PERSONAL INJURY CRASHES | PROPERTY DAMAGE CRASHES | NUMBER LICENSED DRIVERS |
|---|---|---|---|---|---|
| 14-under | 180 | 10 | 61 | 109 | 0 |
| 15-19 | 30,054 | 219 | 8,499 | 21,336 | 258,510 |
| 20-24 | 35,167 | 280 | 10,134 | 24,753 | 311,722 |
| 25-29 | 22,231 | 162 | 6,216 | 15,853 | 264,501 |
| 30-34 | 14,705 | 111 | 4,198 | 10,396 | 211,564 |
| 35-39 | 11,002 | 99 | 2,994 | 7,909 | 171,950 |
| 40-44 | 9,862 | 76 | 2,665 | 7,121 | 160,877 |
| 45-49 | 9,807 | 73 | 2,614 | 7,120 | 164,809 |
| 50-54 | 8,924 | 63 | 2,309 | 6,552 | 155,816 |
| 55-59 | 7,713 | 61 | 1,980 | 5,672 | 144,026 |
| 60-64 | 5,954 | 47 | 1,551 | 4,356 | 120,997 |
| 65-69 | 4,304 | 48 | 1,080 | 3,176 | 95,416 |
| 70-74 | 3,169 | 41 | 793 | 2,335 | 67,908 |
| 75-over | 3,593 | 49 | 933 | 2,611 | 71,904 |
| Not Stated | 19,735 | 9 | 988 | 18,738 | 0 |
| TOTAL | 186,400 | 1,348 | 47,015 | 138,037 | 2,200,000 |

## PROBABLE DRIVER BEHAVIORS IN 1973 CRASHES

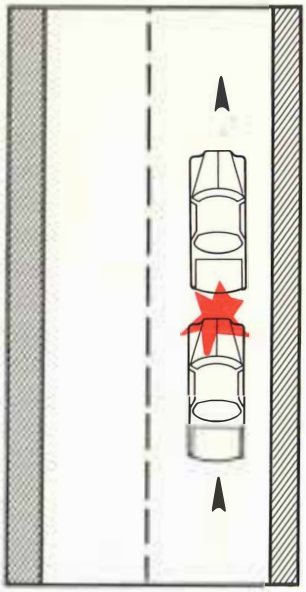
| DRIVER BEHAVIOR INDICATED | ALL CRASHES | FATAL CRASHES | PERSONAL INJURY CRASHES | PROPERTY DAMAGE CRASHES |
|---|---|---|---|---|
| Illegal / Unsafe Speed | 11,503 | 199 | 4,789 | 6,515 |
| Traffic Control Violation | 2,809 | 40 | 1,368 | 1,401 |
| Over Center Line, Wrong Lane | 2,872 | 128 | 1,047 | 1,697 |
| Improper Parking, Starting, Stopping | 1,571 | 15 | 394 | 1,162 |
| Improper Passing | 1,353 | 17 | 341 | 995 |
| Following Too Closely | 4,131 | 6 | 1,404 | 2,721 |
| Failure To Yield Right-Of-Way | 12,438 | 96 | 4,526 | 7,816 |
| No Signal / Improper Signal | 622 | 0 | 153 | 469 |
| Vision Obscurement | 2,209 | 19 | 698 | 1,492 |
| Bicycle Violation | 689 | 7 | 672 | 10 |
| Impeding Traffic | 265 | 1 | 82 | 182 |
| Improper Left Turn | 1,037 | 10 | 291 | 736 |
| Improper Right Turn | 609 | 0 | 78 | 531 |
| Other Improper Turn | 947 | 2 | 201 | 744 |
| Beyond Driver's Control | 36,115 | 387 | 12,914 | 22,814 |
| Defective Equipment | 1,513 | 11 | 578 | 924 |
| Pedestrian Violation | 914 | 38 | 844 | 32 |
| Other | 104,803 | 372 | 16,635 | 87,796 |
| TOTAL | 186,400 | 1,348 | 47,015 | 138,037 |

# 1973 VEHICLE MOVEMENTS IN TWO-VEHICLE NON-INTERSECTION CRASHES



**OPPOSITE DIRECTION BOTH MOVING**

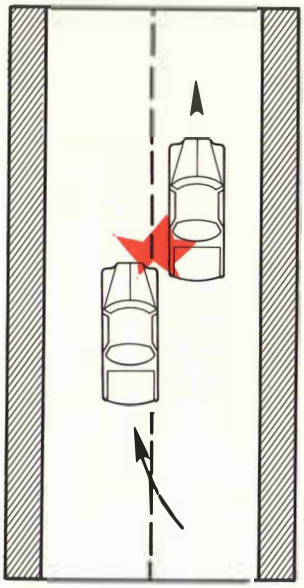
| | |
|---|---|
| All Crashes | 1,875 |
| Fatal Crashes | 107 |
| Personal Injury Crashes | 749 |
| Property Damage Crashes | 1,019 |



**BOTH SAME DIRECTION**

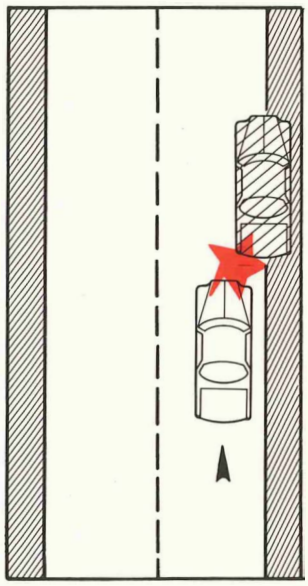
**REAR END**

| | |
|---|---|
| All Crashes | 2,763 |
| Fatal Crashes | 21 |
| Personal Injury Crashes | 1,027 |
| Property Damage Crashes | 1,715 |



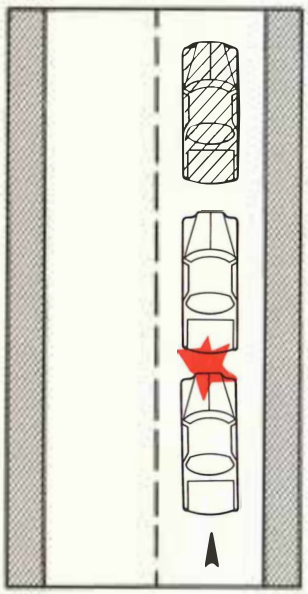
**SIDESWIPE**

| | |
|---|---|
| All Crashes | 1,495 |
| Fatal Crashes | 5 |
| Personal Injury Crashes | 297 |
| Property Damage Crashes | 1,193 |



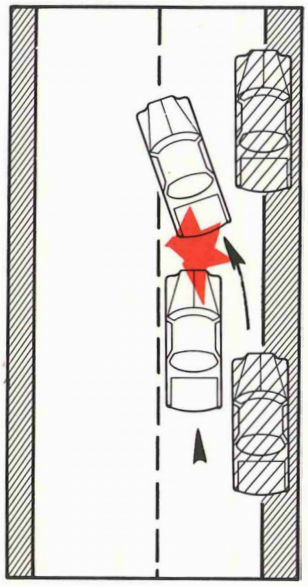
**ONE VEHICLE PARKED**

| | |
|---|---|
| All Crashes | 9,375 |
| Fatal Crashes | 14 |
| Personal Injury Crashes | 1,428 |
| Property Damage Crashes | 7,933 |



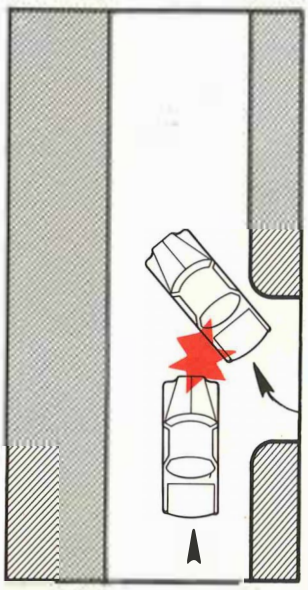
**ONE VEHICLE STOPPED IN TRAFFIC**

| | |
|---|---|
| All Crashes | 1,856 |
| Fatal Crashes | 5 |
| Personal Injury Crashes | 758 |
| Property Damage Crashes | 1,093 |



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

| | |
|---|---|
| All Crashes | 1,117 |
| Fatal Crashes | 0 |
| Personal Injury Crashes | 98 |
| Property Damage Crashes | 1,019 |



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

| | |
|---|---|
| All Crashes | 3,946 |
| Fatal Crashes | 9 |
| Personal Injury Crashes | 1,014 |
| Property Damage Crashes | 2,923 |

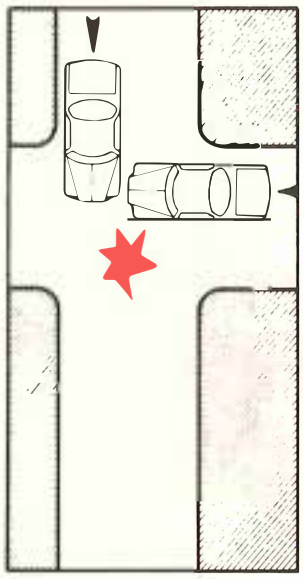
**ALL OTHERS & NOT STATED**

| | |
|---|---|
| All Crashes | 3,223 |
| Fatal Crashes | 40 |
| Personal Injury Crashes | 850 |
| Property Damage Crashes | 2,333 |

**TOTAL TWO-VEHICLE NON-INTERSECTION CRASHES**

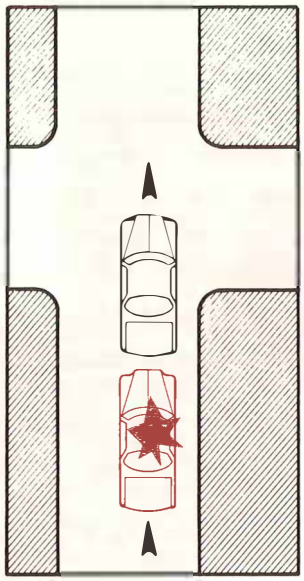
| | |
|---|---|
| All Crashes | 25,650 |
| Fatal Crashes | 201 |
| Personal Injury Crashes | 6,221 |
| Property Damage Crashes | 19,228 |

# 1973 VEHICLE MOVEMENTS IN TWO-VEHICLE INTERSECTION CRASHES



**ENTERING AT ANGLE**

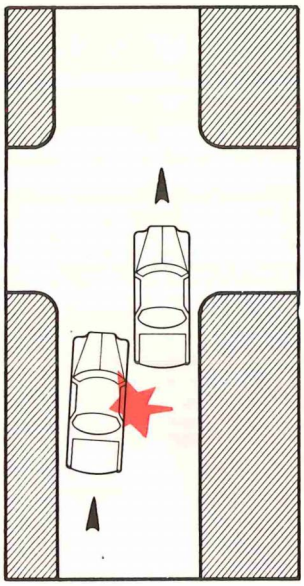
| | |
|---|---|
| All Crashes | 15,810 |
| Fatal Crashes | 131 |
| Personal Injury Crashes | 5,857 |
| Property Damage Crashes | 9,822 |



**SAME DIRECTION – BOTH STRAIGHT**

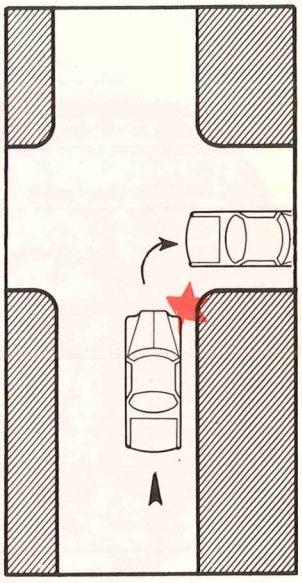
**REAR END**

| | |
|---|---|
| All Crashes | 6,881 |
| Fatal Crashes | 13 |
| Personal Injury Crashes | 2,522 |
| Property Damage Crashes | 4,346 |



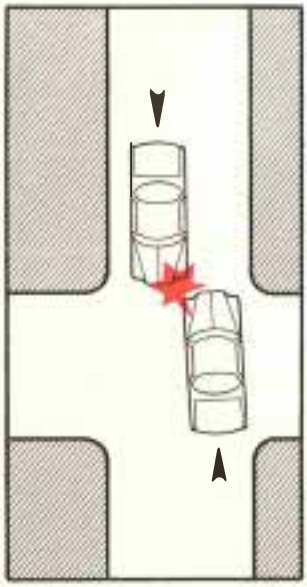
**SIDESWIPE**

| | |
|---|---|
| All Crashes | 550 |
| Fatal Crashes | 0 |
| Personal Injury Crashes | 117 |
| Property Damage Crashes | 433 |



**SAME DIRECTION ONE TURNING, ONE STRAIGHT**

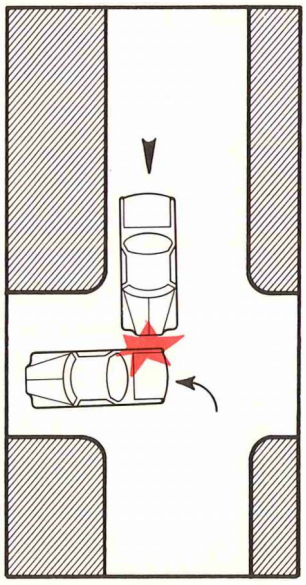
| | |
|---|---|
| All Crashes | 2,910 |
| Fatal Crashes | 1 |
| Personal Injury Crashes | 874 |
| Property Damage Crashes | 2,035 |



**OPPOSITE DIRECTION**

**GOING STRAIGHT**

| | |
|---|---|
| All Crashes | 168 |
| Fatal Crashes | 4 |
| Personl Injury Crashes | 93 |
| Property Damage Crashes | 71 |



**OPPOSITE DIRECTION ONE TURNING LEFT, ONE STRAIGHT**

| | |
|---|---|
| All Crashes | 3,627 |
| Fatal Crashes | 25 |
| Personal Injury Crashes | 1,419 |
| Property Damage Crashes | 2,183 |

**SAME DIRECTION ALL OTHERS**

| | |
|---|---|
| All Crashes | 1,829 |
| Fatal Crashes | 1 |
| Personal Injury Crashes | 309 |
| Property Damage Crashes | 1,519 |

**OPPOSITE DIRECTION ALL OTHERS**

| | |
|---|---|
| All Crashes | 627 |
| Fatal Crashes | 7 |
| Personal Injury Crashes | 174 |
| Property Damage Crashes | 446 |

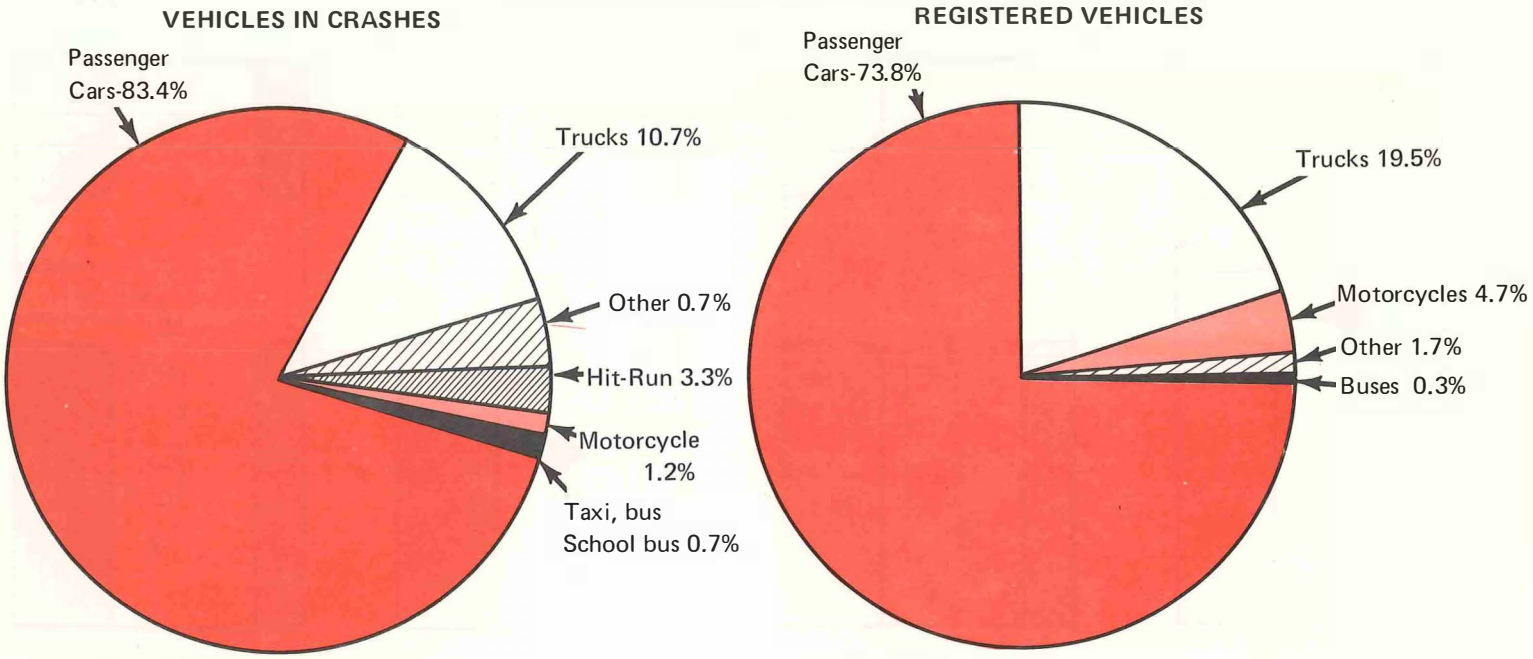
**NOT STATED**

| | |
|---|---|
| All Crashes | 1,311 |
| Fatal Crashes | 8 |
| Personal Injury Crashes | 318 |
| Property Damage Crashes | 985 |

**TOTAL TWO VEHICLE INTERSECTION CRASHES**

| | |
|---|---|
| All Crashes | 33,713 |
| Fatal Crashes | 190 |
| Personal Injury Crashes | 11,683 |
| Property Damage Crashes | 21,840 |

## 1973 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 | 166,712 | 948 | 40,298 | 125,466 |
| Pass. Car & Trailer | 230 | 5 | 53 | 172 |
| Trk/Trk Tractor | 18,112 | 203 | 4,399 | 13,510 |
| Trk Tractor & Semi-Trail. | 2,901 | 85 | 777 | 2,039 |
| Trk Tractor & Twin-Trail. | — | — | — | — |
| Other Truck Comb. | 341 | 7 | 76 | 258 |
| FM Tractor &/or Fm. FM. Equipment | 235 | 8 | 78 | 149 |
| Taxicab | 447 | 3 | 107 | 337 |
| Bus | 629 | 4 | 174 | 451 |
| School Bus | 422 | 5 | 116 | 301 |
| Motorcycle | 2,478 | 64 | 1,948 | 466 |
| Snowmobile | 159 | 10 | 98 | 51 |
| Emergency Vehicles | 65 | 1 | 22 | 42 |
| Military Vehicles | 18 | 0 | 6 | 12 |
| Other Public Vehicles | 590 | 13 | 155 | 422 |
| Hit-Run Vehicles | 6,568 | 11 | 632 | 5,925 |
| Other & Not Stated | 374 | 8 | 71 | 295 |
| TOTAL VEHICLES | 200,281 | 1,375 | 49,010 | 149,896 |

### REGISTRATIONS

| TYPE MOTOR VEHICLE | 1973 REGISTRATIONS |
|---|---|
| Passenger Cars | 1,866,756 |
| Trucks | |
| Gross Weight | 385,826 |
| Farm | 104,200 |
| Urban | 4,410 |
| Buses | 6,510 |
| Motorcycles | 119,277 |
| Recreational | 12,318 |
| Tax Exempt | 31,740 |
| TOTAL | 2,531,037 |

## DRIVER LICENSING DATA 1965 - 1973

| | 1965 | 1966 | 1967 | 1968* | 1969* | 1970* | 1971* | 1972 | 1973 |
|---|---|---|---|---|---|---|---|---|---|
| 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 | 2,200,000 |
| Permits Issued | 162,939 | 175,330 | 164,303 | 170,826 | 168,061 | 167,713 | 168,110 | 156,230 | 162,016 |
| Written Tests | 172,030 | 189,719 | 173,475 | 207,068 | 241,720 | 266,649 | 264,068 | 226,000 | 238,482 |
| Road Tests | 175,284 | 193,815 | 178,921 | 200,373 | 213,058 | 221,856 | 221,741 | 198,000 | 215,604 |
| Regular Licenses Issued | 457,920 | 455,558 | 519,673 | 666,566 | 534,356 | 522,528 | 613,000 | | |
| Classified Licenses Issued:** | | | | | | | | 720,777 | 630,689 |
| Class A | | | | | | | | 60,306 | 62,371 |
| Class B | | | | | | | | 22,139 | 24,825 |
| Class C | | | | | | | | 638,332 | 543,493 |
| Duplicate Licenses Issued: | 163,752 | 175,191 | 185,039 | 197,779 | 202,373 | 209,393 | 217,331 | 190,265 | 203,836 |
| Endorsements on Licenses | | | | | | | | | |
| Motorcycle | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. | 55,377 |
| School Bus | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. | 16,469 |
| Driver Evaluations | 11,365 | 13,941 | 14,189 | 15,294 | 14,254 | 15,201 | 13,033 | 18,783 | 12,744 |
| Driver Evaluation Suspensions | 18,884 | 16,975 | 16,775 | 17,069 | 16,212 | 14,669 | 11,065 | 11,901 | 12,011 |
| Safety Responsibility Act Suspensions | 24,823 | 24,801 | 21,067 | 19,585 | 21,602 | 26,431 | 23,734 | 17,734 | 19,060 |
| Revocations | 8,477 | 8,807 | 8,912 | 10,819 | 11,961 | 12,134 | 12,974 | 12,624 | 14,987 |
| License Cancellations | 3,190 | 3,503 | 3,338 | 4,004 | 3,540 | 3,357 | 3,447 | 5,656 | 4,789 |
| Medical Referrals | 3,304 | 4,436 | 4,894 | 6,136 | 4,155 | 2,752 | 3,892 | 2,442 | 2,724 |
| Referrals to Driver Improvement Clinics | | | | | | | | | 643 |
| Reported Convictions | 214,542 | 232,344 | 219,938 | 239,627 | 241,579 | 235,676 | 253,652 | 225,491 | 297,412 |

*Motorcycle license data are included.

**Beginning in 1972, classified licenses were issued.

## MINNESOTA VEHICLE REGISTRATION, 1965 - 1973

| TYPE OF VEHICLE | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 |
|---|---|---|---|---|---|---|---|---|---|
| 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 | 1,866,756 |
| Trucks | | | | | | | | | |
| Gross Weight | 213,933 | 228,964 | 246,135 | 265,678 | 288,778 | 310,150 | 334,414 | 355,100 | 385,826 |
| Farm | 101,274 | 103,055 | 104,124 | 105,074 | 105,242 | 105,212 | 105,202 | 103,346 | 104,200 |
| Urban | 3,384 | 3,693 | 3,925 | 4,037 | 4,250 | 4,402 | 4,731 | 4,645 | 4,410 |
| SUB-TOTAL, TRUCKS | 318,591 | 335,712 | 354,184 | 374,789 | 398,270 | 419,764 | 444,347 | 463,091 | 494,436 |
| Tax Exempt | 23,613 | 22,899 | 25,997 | 29,603 | 26,647 | 24,438 | 26,296 | 24,443 | 31,740 |
| Buses | 1,906 | 2,157 | 1,943 | 1,970 | 1,948 | 1,799 | 1,300 | 2,956 | 3,019 |
| School Buses | 3,821 | 3,921 | 4,038 | 4,314 | 4,508 | 4,740 | 5,093 | 3,604 | 3,491 |
| Motorcycles | 39,395 | 49,775 | 55,892 | 60,886 | 61,199 | 71,914 | 90,150 | 103,286 | 119,277 |
| Recreational[1] | 191 | 525 | 1,286 | | | 4,834 | 6,592 | 9,233 | 12,318 |
| MOTOR VEHICLE SUB-TOTAL | 1,893,727 | 1,967,529 | 2,022,131 | 2,114,587 | 2,187,514 | 2,260,096 | 2,356,512 | 2,413,007 | 2,531,037 |
| Mobile Homes[2] | 18,955 | 20,892 | 23,904 | 25,997 | 28,728 | 34,440 | 38,670 | 30,560 | 604 |
| Trailers[3] | 67,787 | 246,978 | 79,073 | 290,125 | 333,085 | 336,686 | 378,939 | 398,718 | 451,539 |
| SUB-TOTAL, TRAILERS | 86,742 | 267,870 | 102,977 | 316,122 | 361,813 | 371,126 | 417,609 | 429,278 | 452,143 |
| Collector's Item[4] | | | | | | | 7,779 | 8,504 | 9,427 |
| GRAND TOTAL | 1,980,469 | 2,235,399 | 2,125,108 | 2,430,709 | 2,549,327 | 2,631,222 | 2,781,900 | 2,850,789 | 3,098,632 |

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 January 1 through December 31 to October 1 through September 30.
3. After May 24, 1973 mobile homes are no longer required to be registered with the Department of Motor Vehicles.
4. The number of vehicles registered as collector's items is unknown prior to 1971.

# MOTOR VEHICLE INSPECTION

1972[1]

| TYPE OF VEHICLE | 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% |

1971

| TYPE OF VEHICLE | NUMBER DEFECTS | NUMBER REJECTED | NUMBER INSPECTED[2] | 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% |

1970

| TYPE OF VEHICLE[3] | 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% |

1969

| TYPE OF VEHICLE | 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% |

[1]Due to coding errors, 8,858 vehicles inspected in District 25 are not represented in this table.

[2]Includes only those vehicles for which complete inspection reports are available.

[3]Motorcycles were not inspected in 1970.

## MOTOR VEHICLE INSPECTION

| TYPE OF VEHICLE | 1973 NUMBER DEFECTS | NUMBER REJECTED | NUMBER* INSPECTED | PERCENT REJECTED |
|---|---|---|---|---|
| Cars | 78,800 | 42,190 | 89,505 | 47.1% |
| Trucks | 18,393 | 9,241 | 19,311 | 47.9% |
| School Buses | 12,278 | 5,885 | 15,793 | 37.3% |
| Motorcycles | 113 | 80 | 384 | 20.8% |
| TOTAL VEHICLES | 100,584 | 57,396 | 124,993 | 45.9% |

[4]Beginning in 1973 all school buses are inspected twice yearly, thus these figures represent two inspections of the same vehicle.

# PART 2.

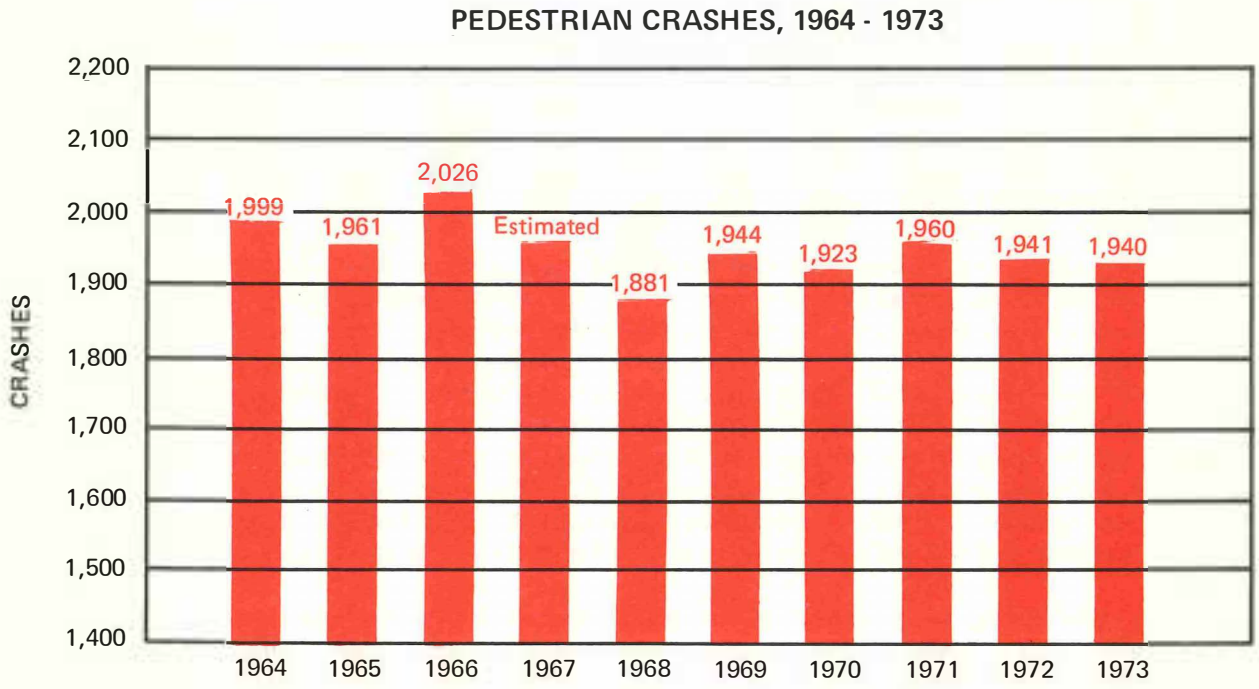
# Pedestrian - Involved Crashes

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.

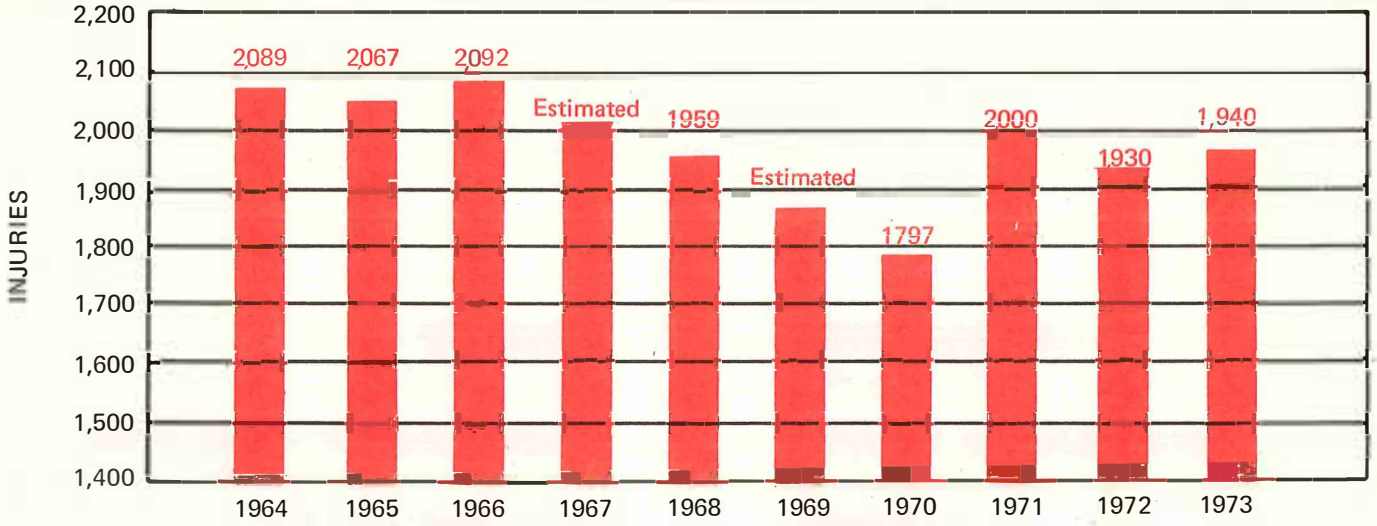
Since 1964 there has been an average of 1,954 pedestrian crashes per year, in which an average of 133 fatalities and 1,991 injuries have occurred. During 1973, there were 1,940 pedestrian-involved crashes in which 149 pedestrians were killed and an additional 1,940 were injured. Both the numbers killed and injured are increases over the 1972 figures, but well below records established in earlier periods.

It is normally the very young and the very old age groups that contribute the most to the pedestrian fatality picture. During 1973, nearly 30 percent of the pedestrian fatalities were in the two age groups 5-9 and 75 or over. Injuries provide a somewhat different picture, with the peak number of injuries coming from the ages under fourteen. What this implies is that it is the young who are involved in the majority of pedestrian type crashes, but since they are physically better able to recover from serious injury, they do not contribute as much to the fatality picture as they conceivably could. The very old on the other hand do not mend as easily and thus contribute heavily to the fatality picture even though they appear relatively less often in the overall pedestrian crash picture.

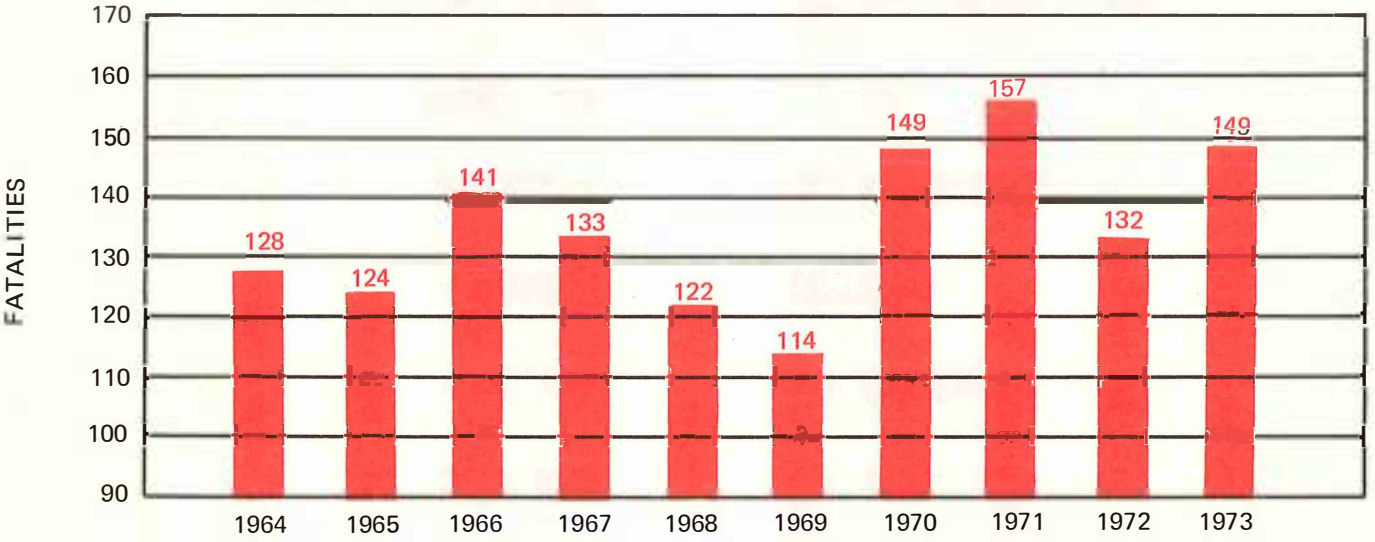
Like crashes involving only motor vehicles or motor vehicles and other objects, pedestrian-involved crashes tended to increase during the peak people movement hours of 3 to 6 p.m. These three hours contribute 32 percent of all pedestrian crashes. The hourly breakdown for fatal pedestrian-involved crashes also closely follows that for fatal motor vehicle accidents discussed previously. The "rush hour" provides one peak (the largest), with a second smaller peak occurring around 1 a.m. in the morning.


PEDESTRIAN CRASHES, 1964 - 1973
CRASHES
2,200
2,100
2,000
1,900
1,800
1,700
1,600
1,500
1,400
1,999
1,961
2,026
Estimated
1,881
1,944
1,923
1,960
1,941
1,940
1964
1965
1966
1967
1968
1969
1970
1971
1972
1973

## PEDESTRIANS INJURED, 1964 - 1973



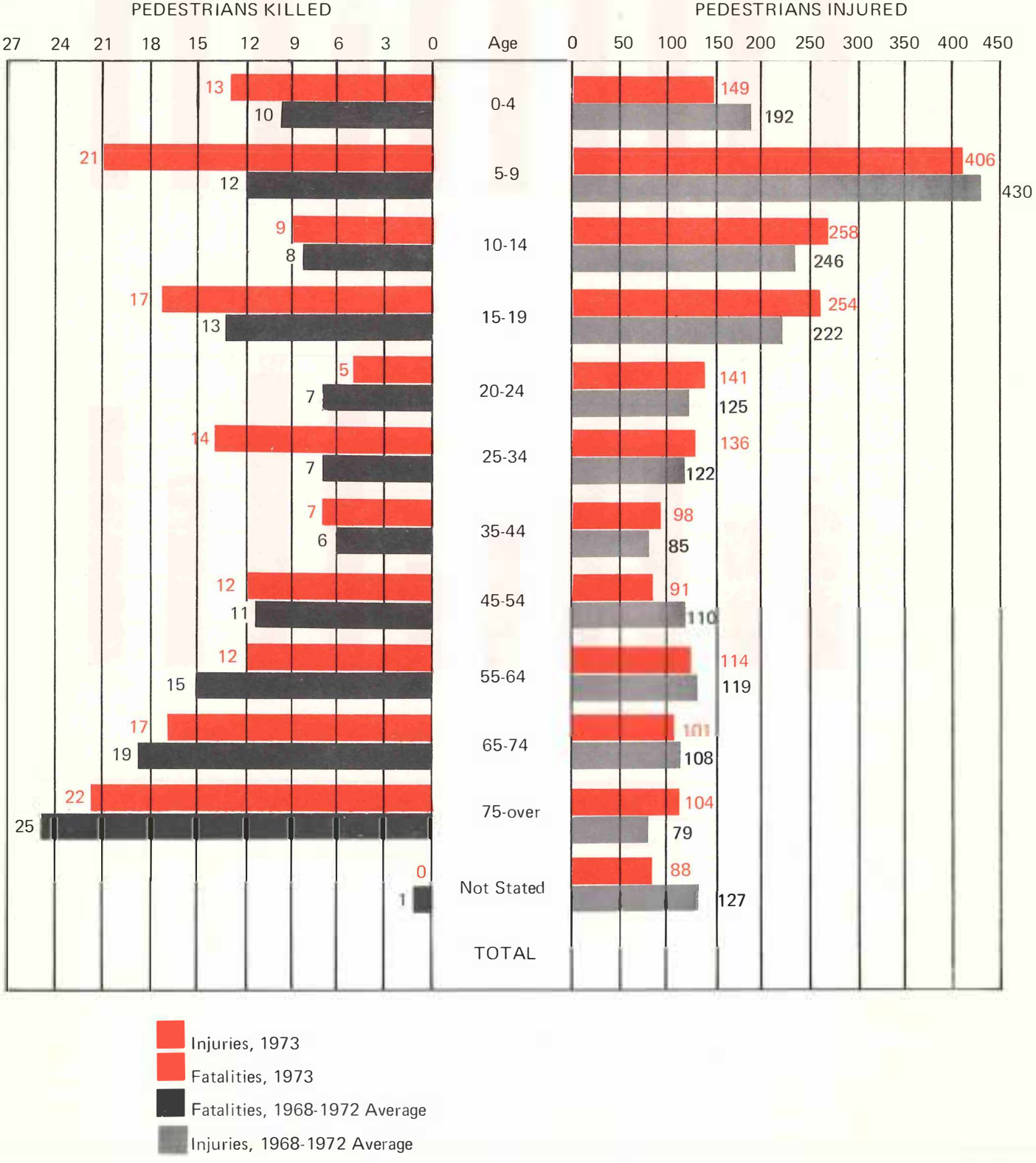

## PEDESTRIANS KILLED, 1964 - 1973

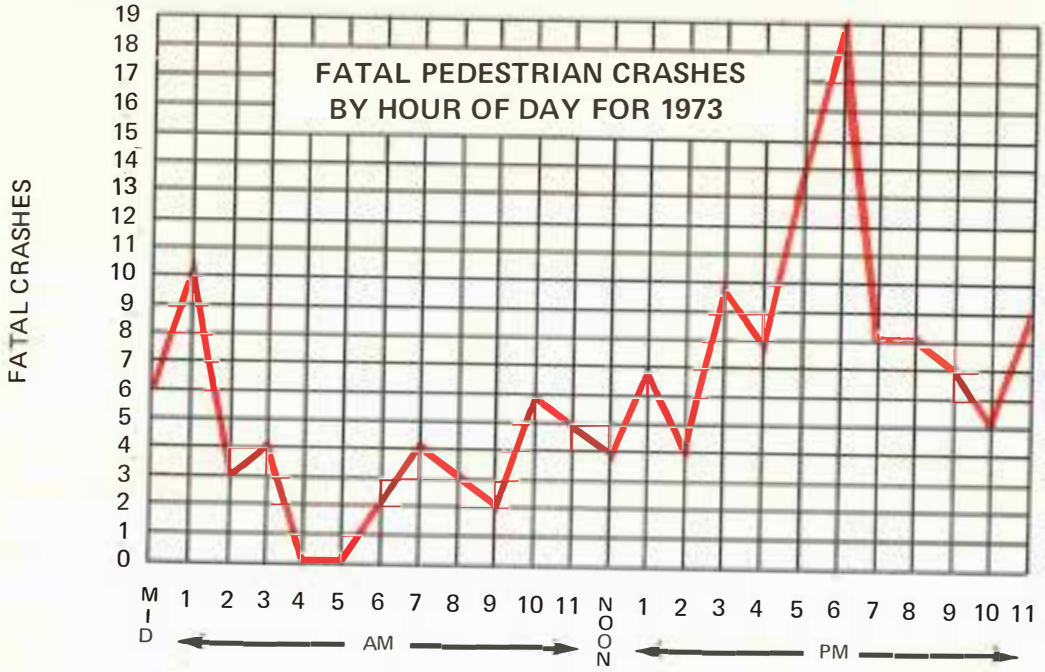


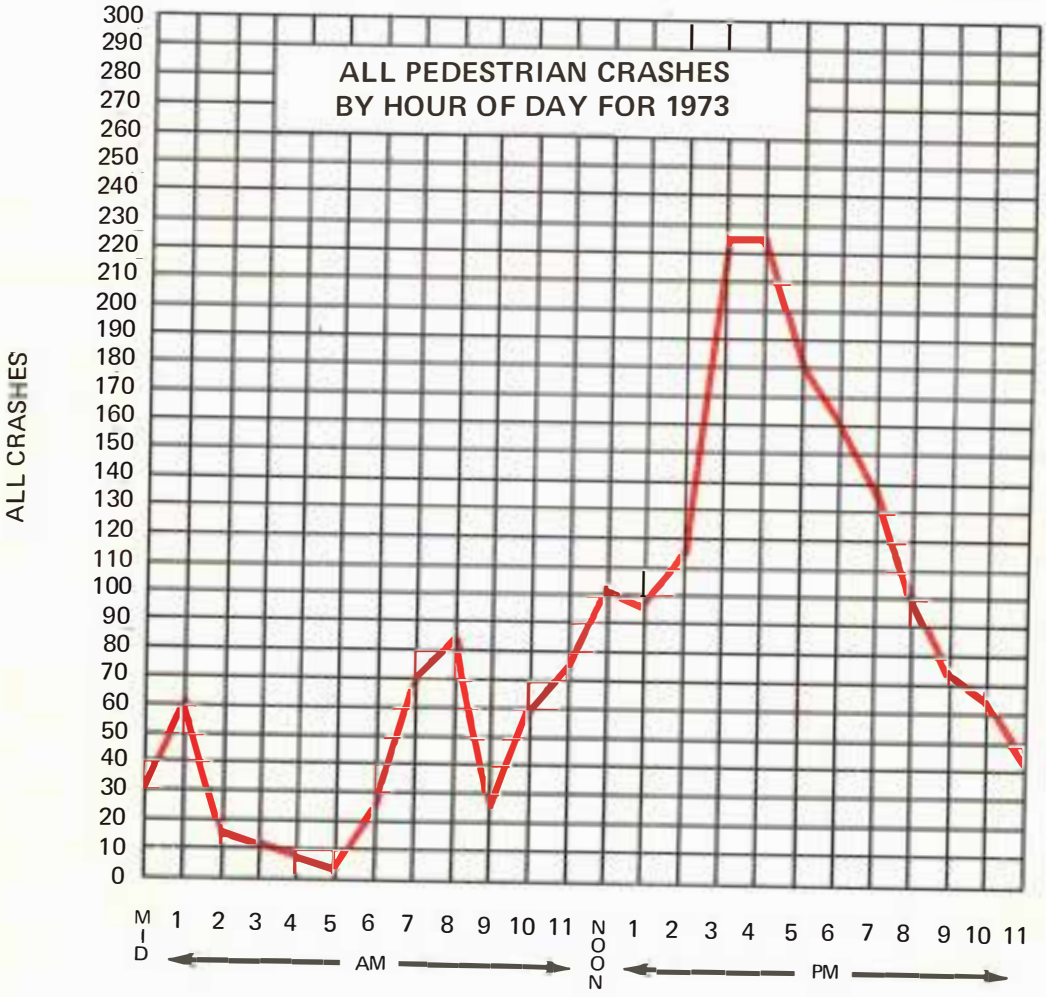

## PEDESTRIANS KILLED AND INJURED BY AGE AND SEX, 1973

| AGE GROUP | TOTAL KILLED | | | TOTAL INJURED | | |
|---|---|---|---|---|---|---|
| | MALE | FEMALE | TOTAL | MALE | FEMALE | TOTAL |
| 0-4 | 12 | 1 | 13 | 88 | 61 | 149 |
| 5-9 | 14 | 7 | 21 | 274 | 132 | 406 |
| 10-14 | 3 | 6 | 9 | 153 | 105 | 258 |
| 15-19 | 9 | 8 | 17 | 130 | 124 | 254 |
| 20-24 | 5 | 0 | 5 | 80 | 61 | 141 |
| 25-34 | 9 | 5 | 14 | 83 | 53 | 136 |
| 35-44 | 5 | 2 | 7 | 56 | 42 | 98 |
| 45-54 | 7 | 5 | 12 | 46 | 45 | 91 |
| 55-64 | 5 | 7 | 12 | 55 | 59 | 114 |
| 65-74 | 8 | 9 | 17 | 44 | 57 | 101 |
| 75-over | 10 | 6 | 22 | 48 | 56 | 104 |
| Not Stated | 0 | 0 | 0 | 52 | 36 | 88 |
| TOTAL | 93 | 56 | 149 | 1,109 | 831 | 1,940 |

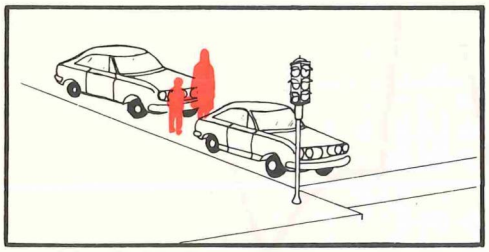
## AGES OF PEDESTRIANS KILLED AND INJURED IN 1973 COMPARED WITH THE AVERAGE YEAR FROM 1968 - 1972




FATAL PEDESTRIAN CRASHES
BY HOUR OF DAY FOR 1973
FATAL CRASHES
19
18
17
16
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1
0
MID 1 2 3 4 5 6 7 8 9 10 11 NOON 1 2 3 4 5 6 7 8 9 10 11
AM
PM

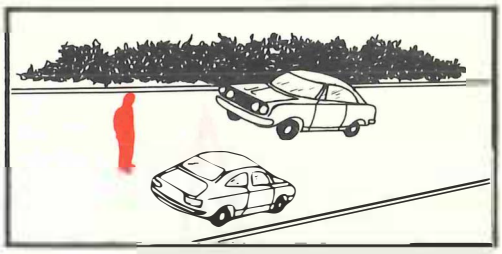

ALL PEDESTRIAN CRASHES
BY HOUR OF DAY FOR 1973
ALL CRASHES
300
290
280
270
260
250
240
230
220
210
200
190
180
170
160
150
140
130
120
110
100
90
80
70
60
50
40
30
20
10
0
MID 1 2 3 4 5 6 7 8 9 10 11 NOON 1 2 3 4 5 6 7 8 9 10 11
AM
PM

# ACTIONS OF PEDESTRIANS KILLED, 1973



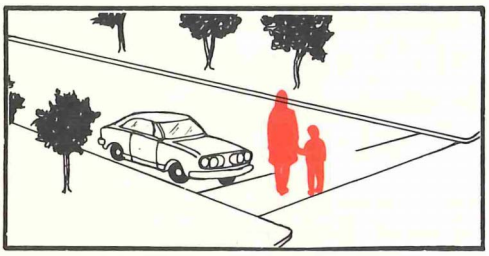
**CROSSING NOT AT INTERSECTION**

21 Killed
304 Injured



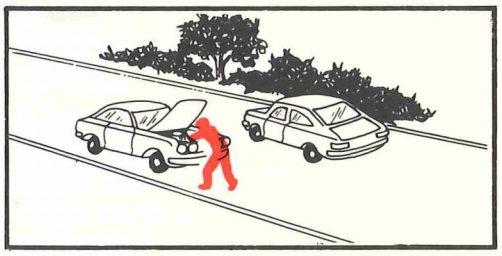
**STANDING IN ROADWAY**

9 Killed
35 Injured



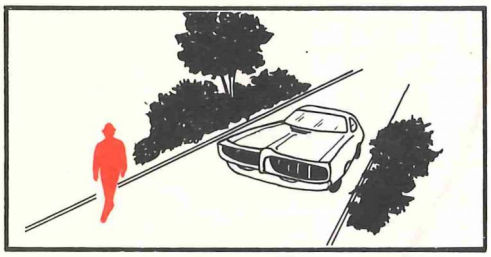
**CROSSING AT INTERSECTION**

10 Killed
500 Injured



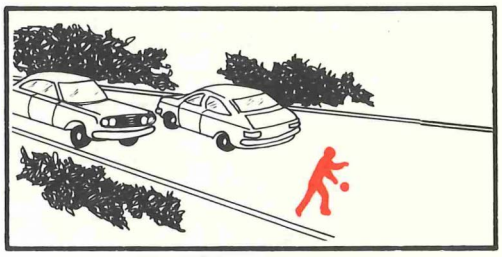
**WORKING IN ROADWAY**

8 Killed
24 Injured



**WALKING IN ROAD WITH TRAFFIC**

14 Killed
54 Injured



**PLAYING IN ROADWAY**

1 Killed
32 Injured

**WALKING IN ROAD AGAINST TRAFFIC**

2 Killed
16 Injured

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

2 Killed
32 Injured

**ALL OTHERS STATED**
67 Killed
587 Injured

**NOT STATED**
15 Killed
356 Injured

## PEDESTRIAN ACTIONS IN 1973 MINNESOTA FATAL TRAFFIC CRASHES BY AGE

| ACTION | TOTAL KILLED | 0-4 | 5-9 | 10-14 | 15-19 | 20-24 | 25-44 | 45-64 | 65-over |
|---|---|---|---|---|---|---|---|---|---|
| Crossing at intersection | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 |
| Crossing not at intersection | 21 | 0 | 5 | 0 | 1 | 0 | 1 | 4 | 10 |
| Walking in road with traffic | 14 | 0 | 0 | 2 | 6 | 0 | 3 | 2 | 1 |
| Walking in road against traffic | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Standing in road | 9 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 2 |
| Entering or leaving vehicle | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Crossing to or from school bus | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Working on vehicle in roadway | 6 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 |
| Working in roadway | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Playing in roadway | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other in roadway | 65 | 11 | 13 | 6 | 7 | 1 | 4 | 8 | 15 |
| Not in roadway | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| Not stated | 15 | 1 | 2 | 0 | 0 | 1 | 5 | 2 | 4 |
| TOTAL | 149 | 13 | 21 | 9 | 17 | 5 | 21 | 24 | 39 |

## PEDESTRIAN ACTIONS IN 1973 MINNESOTA PERSONAL INJURY CRASHES BY AGE

| ACTION | TOTAL INJURED | 0-4 | 5-9 | 10-14 | 15-19 | 20-24 | 25-44 | 45-64 | 65-over | NOT STATED |
|---|---|---|---|---|---|---|---|---|---|---|
| Crossing at intersection | 500 | 10 | 63 | 54 | 42 | 45 | 79 | 85 | 105 | 17 |
| Crossing not at intersection | 304 | 22 | 97 | 45 | 40 | 14 | 21 | 27 | 30 | 8 |
| Walking in road with traffic | 54 | 1 | 5 | 11 | 23 | 2 | 4 | 5 | 3 | 0 |
| Walking in road against traffic | 16 | 0 | 0 | 5 | 4 | 1 | 2 | 3 | 1 | 0 |
| Standing in road | 35 | 0 | 4 | 1 | 7 | 6 | 11 | 3 | 2 | 1 |
| Entering or leaving vehicle | 23 | 0 | 3 | 3 | 5 | 2 | 5 | 3 | 2 | 0 |
| Crossing to or from school bus | 9 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| Working on vehicle in roadway | 19 | 0 | 0 | 1 | 3 | 6 | 8 | 1 | 0 | 0 |
| Working in roadway | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 |
| Playing in roadway | 32 | 10 | 12 | 8 | 1 | 1 | 0 | 0 | 0 | 0 |
| Other in roadway | 565 | 79 | 162 | 78 | 58 | 39 | 49 | 49 | 32 | 19 |
| Not in roadway | 22 | 1 | 1 | 2 | 7 | 1 | 3 | 2 | 3 | 2 |
| Not stated | 356 | 26 | 54 | 46 | 64 | 24 | 50 | 26 | 27 | 39 |
| TOTAL | 1,940 | 149 | 406 | 258 | 254 | 141 | 234 | 205 | 205 | 88 |

# PART 3.

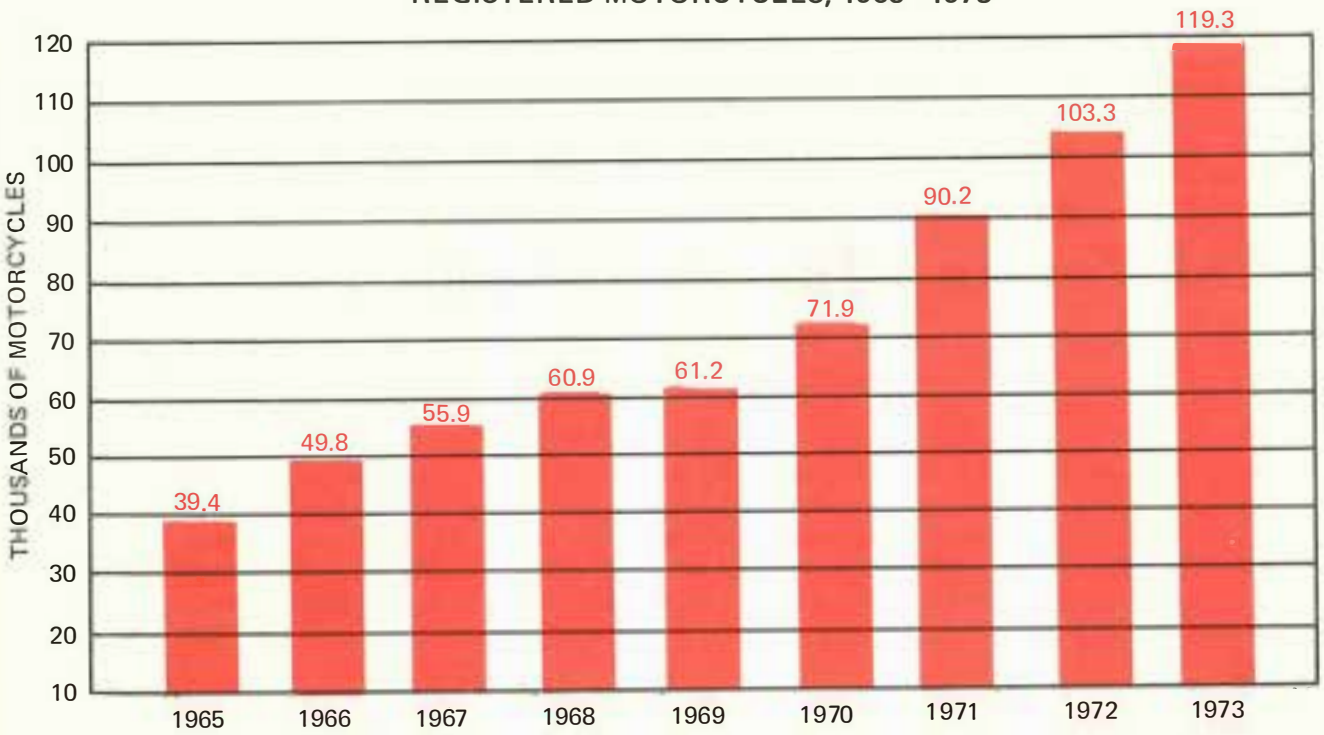
# Motorcycle - Involved Crashes

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 each year. 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.

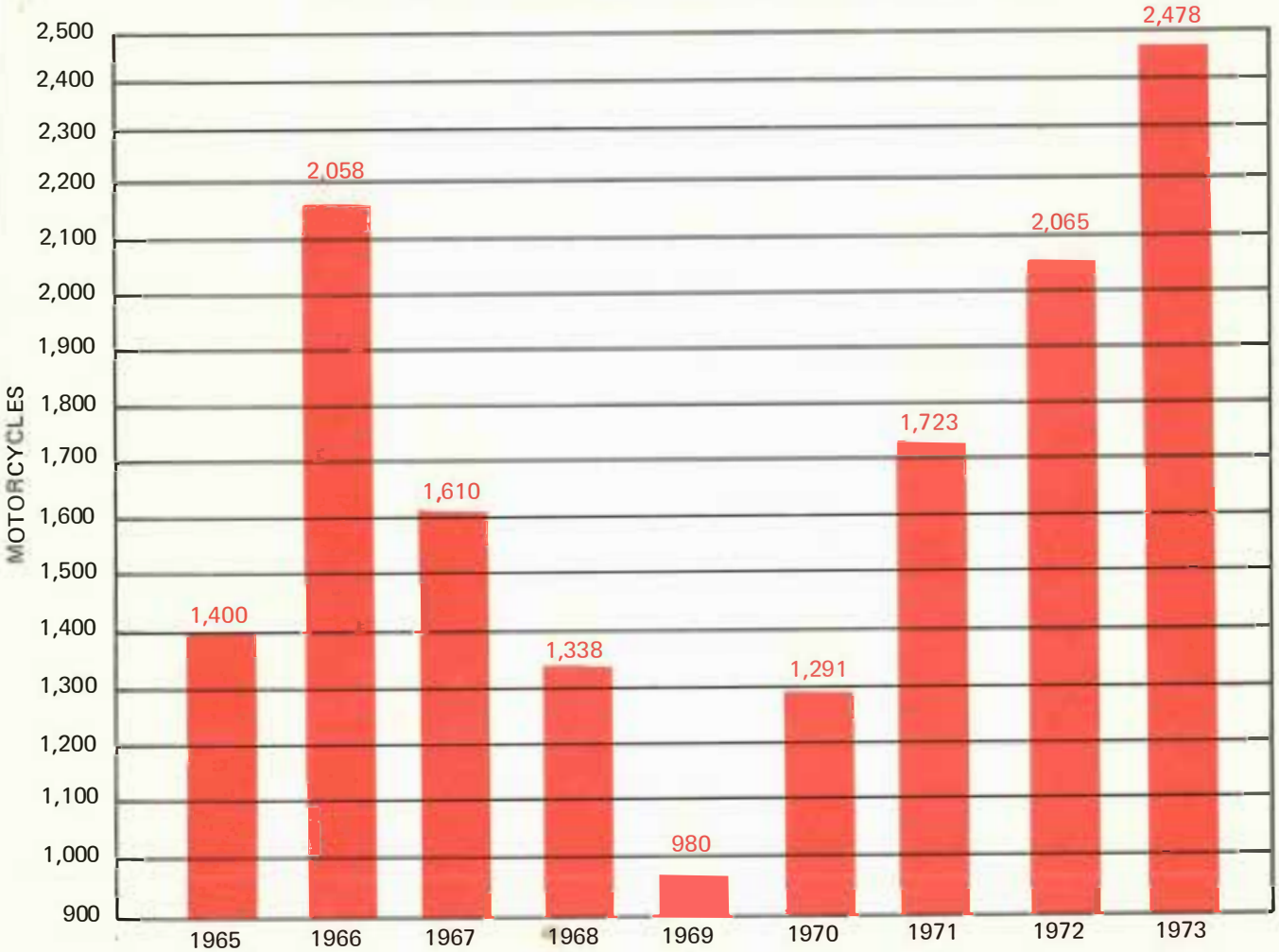
Riders of motorcycles are without doubt the most endangered segment of the motorized population which commonly utilize the state's roadways. Out of the 2,411 motorcycle-involved crashes during 1973, only 19 percent were non-injury crashes. This compares with 74.6 percent of the crashes involving all other vehicle types. Of the 2,399 injuries sustained in motorcycle-involved crashes, 12 percent were of the very minor 'C' type, whereas nearly 60 percent were fatal or serious in nature. By comparison, in crashes involving all other vehicle types, 36 percent of the injuries were of the very minor 'C' type, while less than 40 percent were serious (type 'A') or fatal.

In essence, then, motorcycle-involved crashes 1) are more likely to be fatal; 2) are conducive to more serious injuries; and 3) tend to be injurious to the motorcycle rider more often than not.

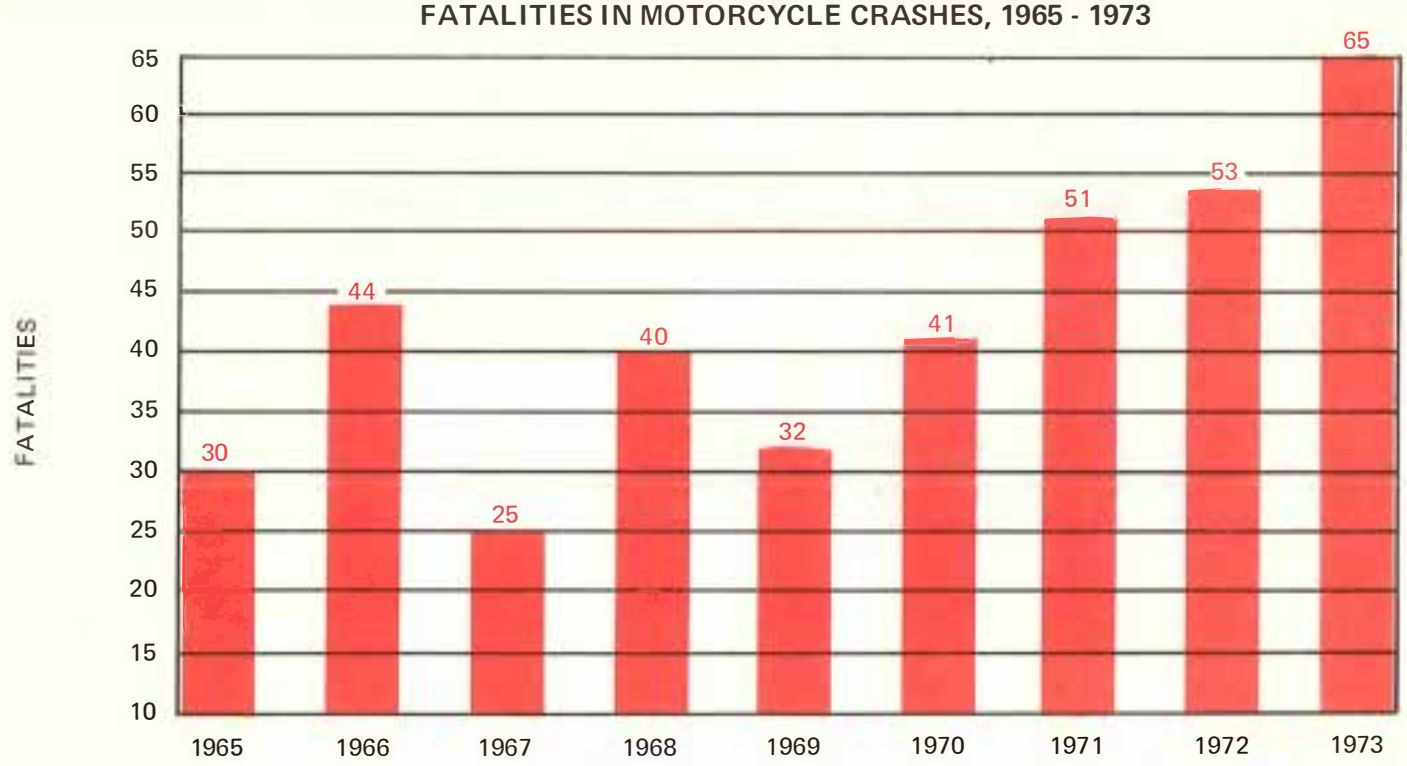
## REGISTERED MOTORCYCLES, 1965 - 1973



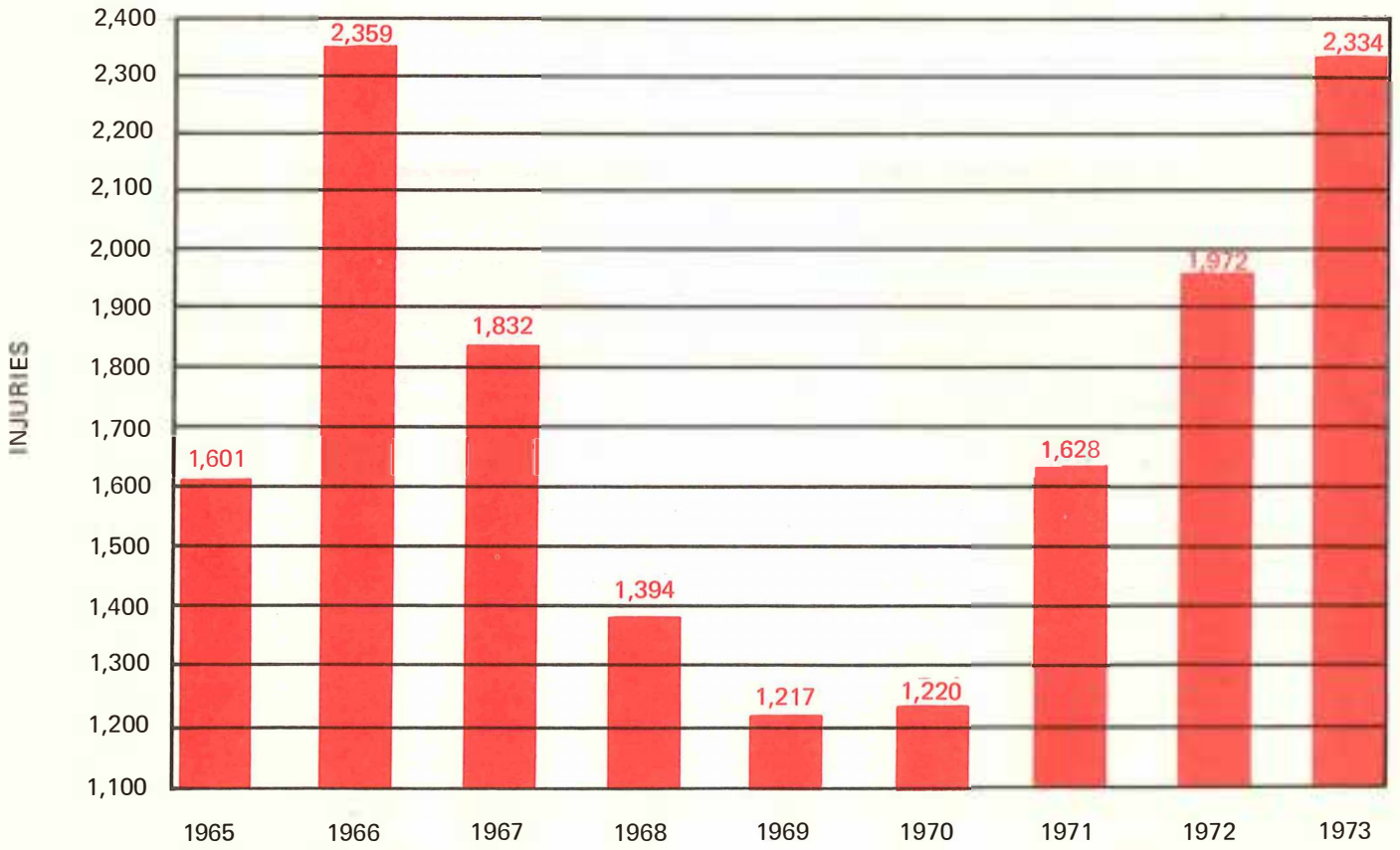

## MOTORCYCLES INVOLVED IN ACCIDENTS, 1965 - 1973



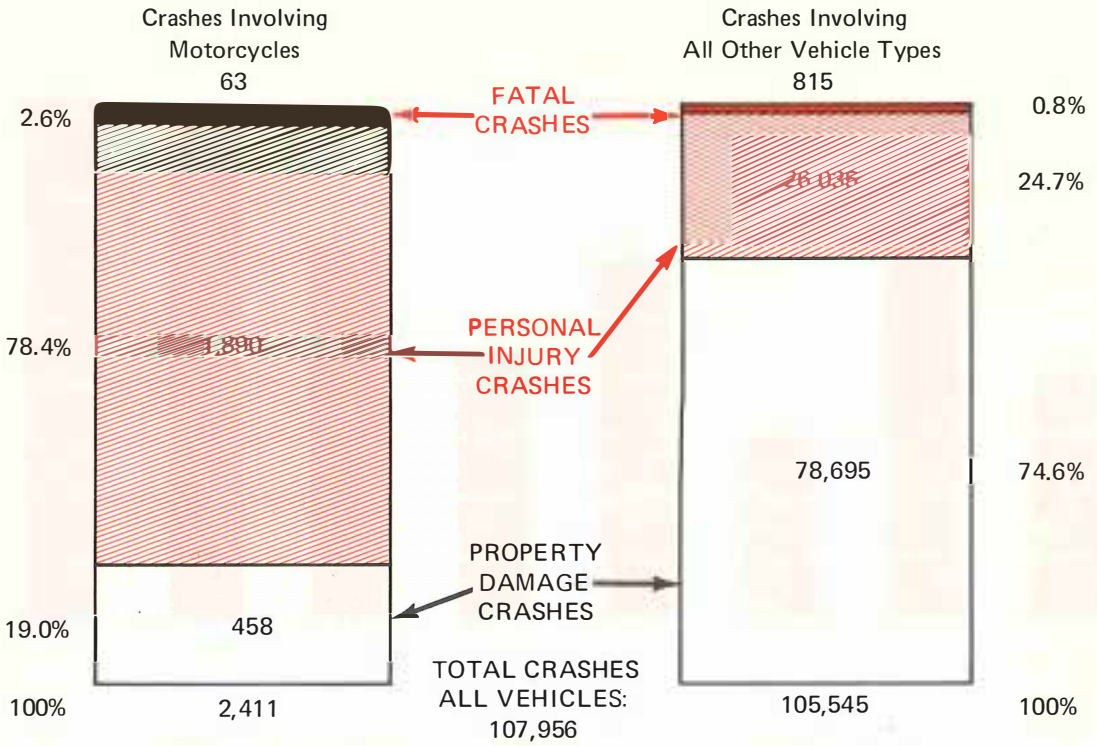
## FATALITIES IN MOTORCYCLE CRASHES, 1965 - 1973



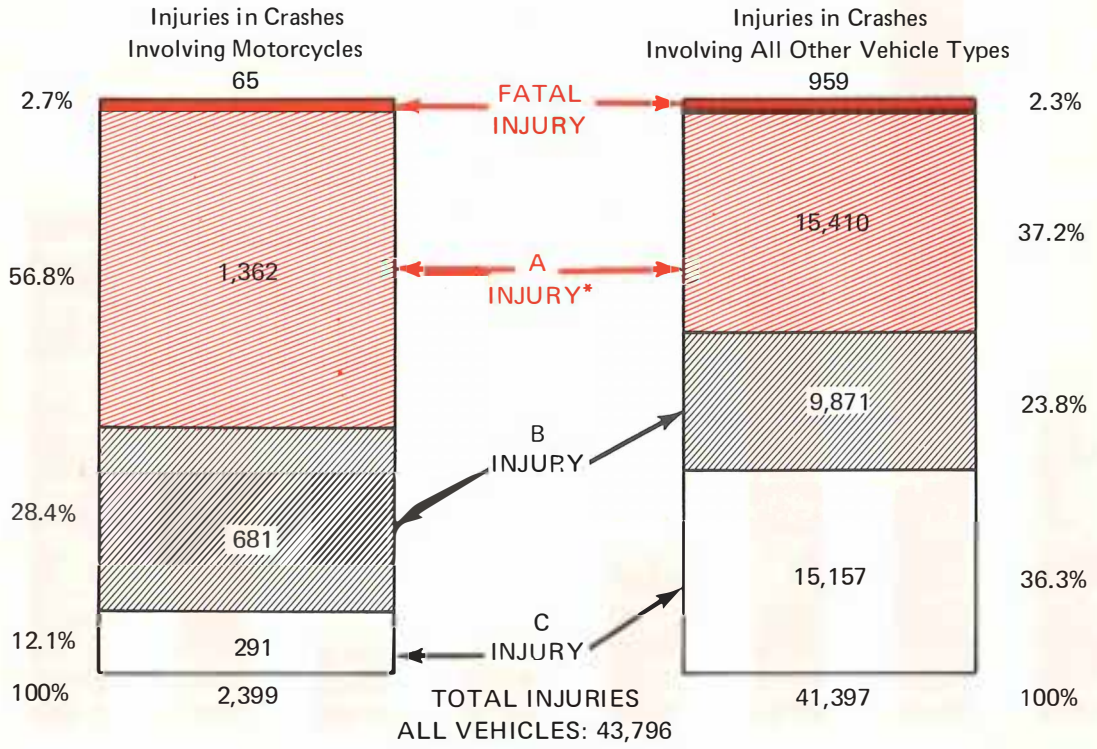

## INJURIES IN MOTORCYCLE CRASHES, 1965 - 1973



## SEVERITY OF CRASHES INVOLVING MOTORCYCLES AND ALL OTHER MOTOR VEHICLES, 1973




## SEVERITY OF INJURIES INVOLVING MOTORCYCLES AND ALL OTHER MOTOR VEHICLES, 1973




*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

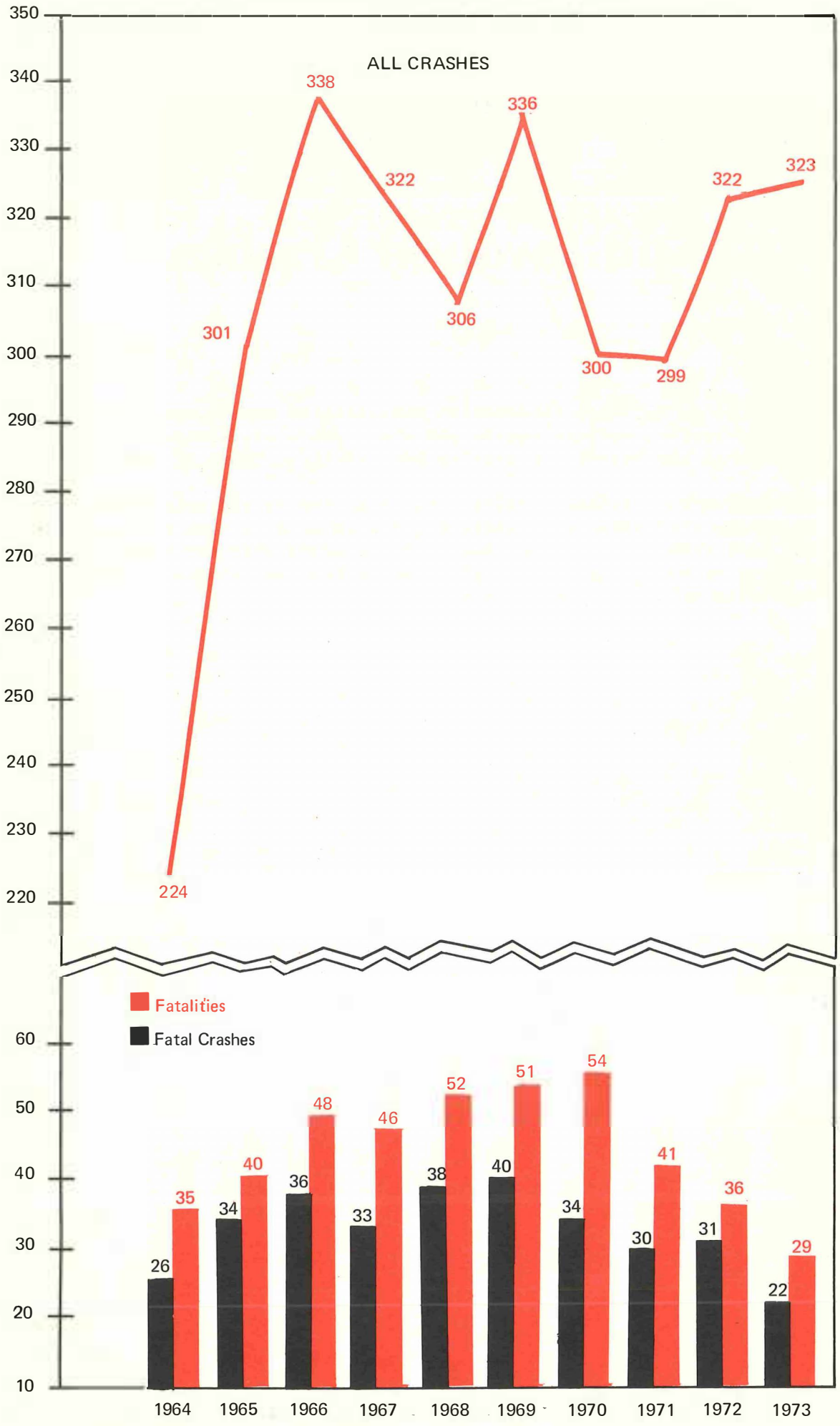
# PART 4.

# Train Involved Crashes

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

In 1973 there were 323 crashes involving railroad trains and motor vehicles. Twenty-two of these crashes were fatal, killing 29 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, 1964 - 1973



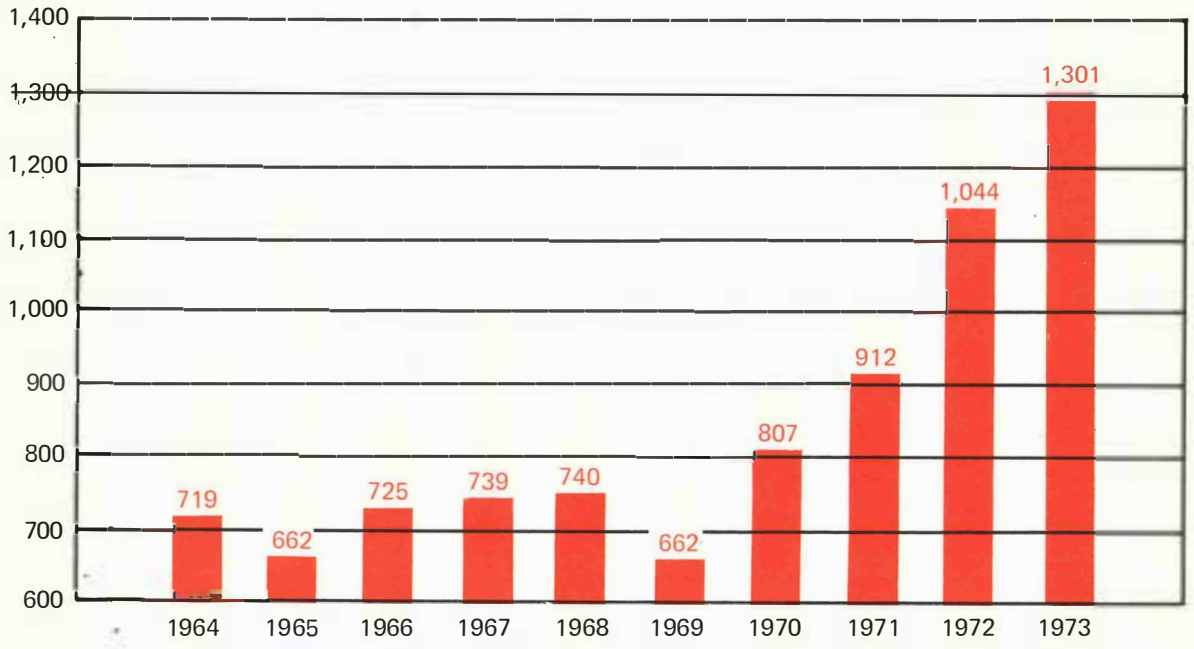
# PART 5.

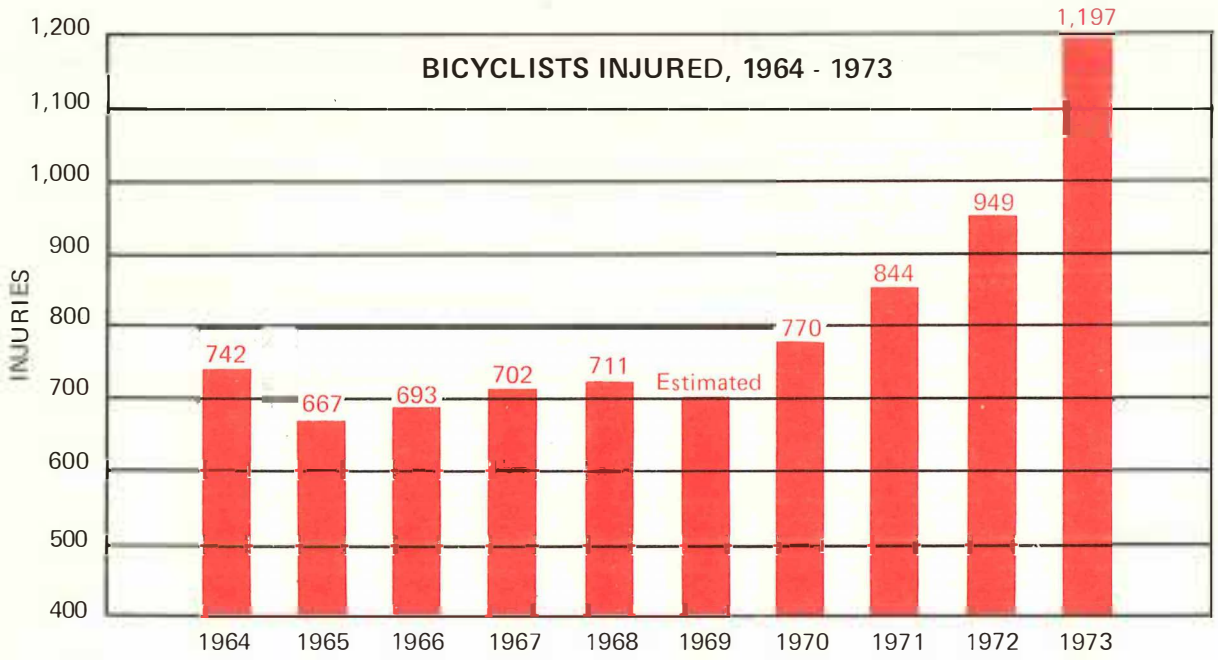
# Bicycle - Involved Crashes

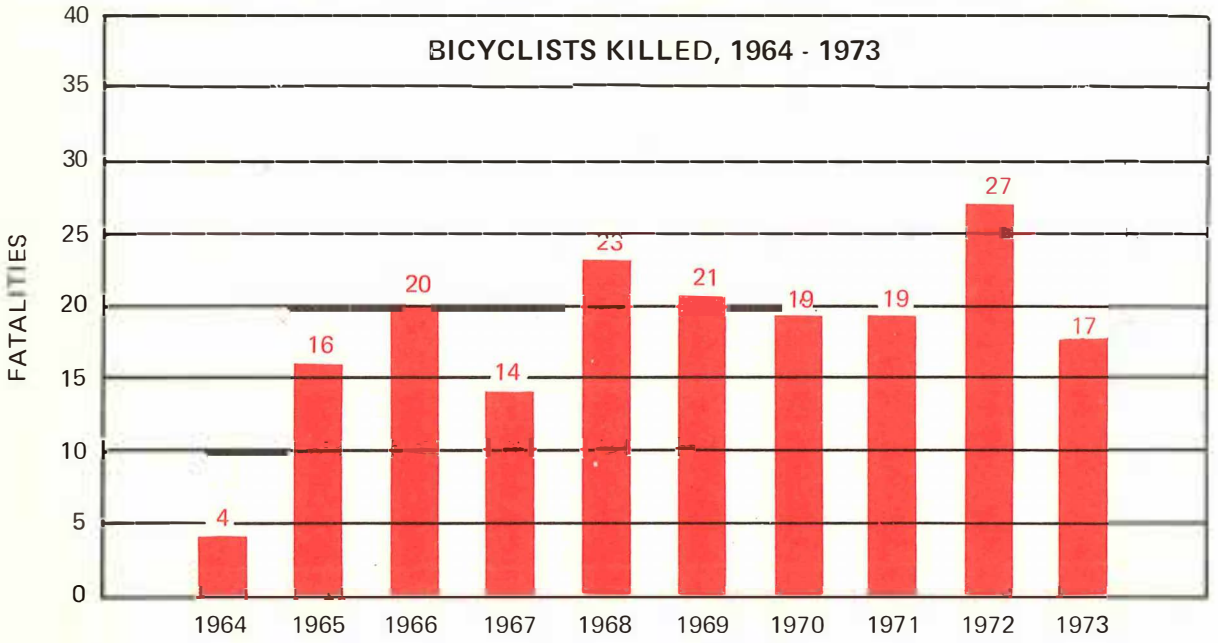
The increasing popularity of the bicycle as a means of transportation, method of exercise, and source of pleasure has obviously contributed to an increase in the numbers of this vehicle type on the roadways and consequently increased the chances for bicyclist involvement in motor vehicle crashes.

The number of bicycle crashes climbed to an all time high for the fourth straight year during 1973, despite several safety programs aimed specifically at this population. Fortunately, the majority of these accidents produced injury rather than death, with 17 bicyclists killed and another 1,197 injured in the 1,301 bicycle-involved crashes. The 17 bike deaths represents a significant drop from the 27 deaths in 1972, and marks the lowest bike fatality figure since 1967 when 14 were killed.

## BICYCLE CRASHES, 1964 - 1973






## BICYCLISTS KILLED AND INJURED BY AGE AND SEX, 1973

| AGE GROUP | BICYCLISTS KILLED | | | BICYCLISTS INJURED | | |
|---|---|---|---|---|---|---|
| | MALE | FEMALE | TOTAL | MALE | FEMALE | TOTAL |
| 0-4 | 1 | 0 | 1 | 15 | 5 | 20 |
| 5-9 | 3 | 1 | 4 | 167 | 61 | 228 |
| 10-14 | 4 | 0 | 4 | 320 | 110 | 430 |
| 15-19 | 2 | 3 | 5 | 204 | 120 | 324 |
| 20-24 | | | | 55 | 40 | 95 |
| 25-34 | 2 | 1 | 3 | 30 | 12 | 42 |
| 35-44 | | | | 11 | 1 | 12 |
| 45-54 | | | | 8 | 3 | 11 |
| 55-64 | | | | 4 | | 4 |
| 65-74 | | | | 2 | | 2 |
| 75-over | | | | 3 | | 3 |
| Not Stated | | | | 22 | 4 | 26 |
| TOTAL | 12 | 5 | 17 | 841 | 356 | 1,197 |

# PART 6.

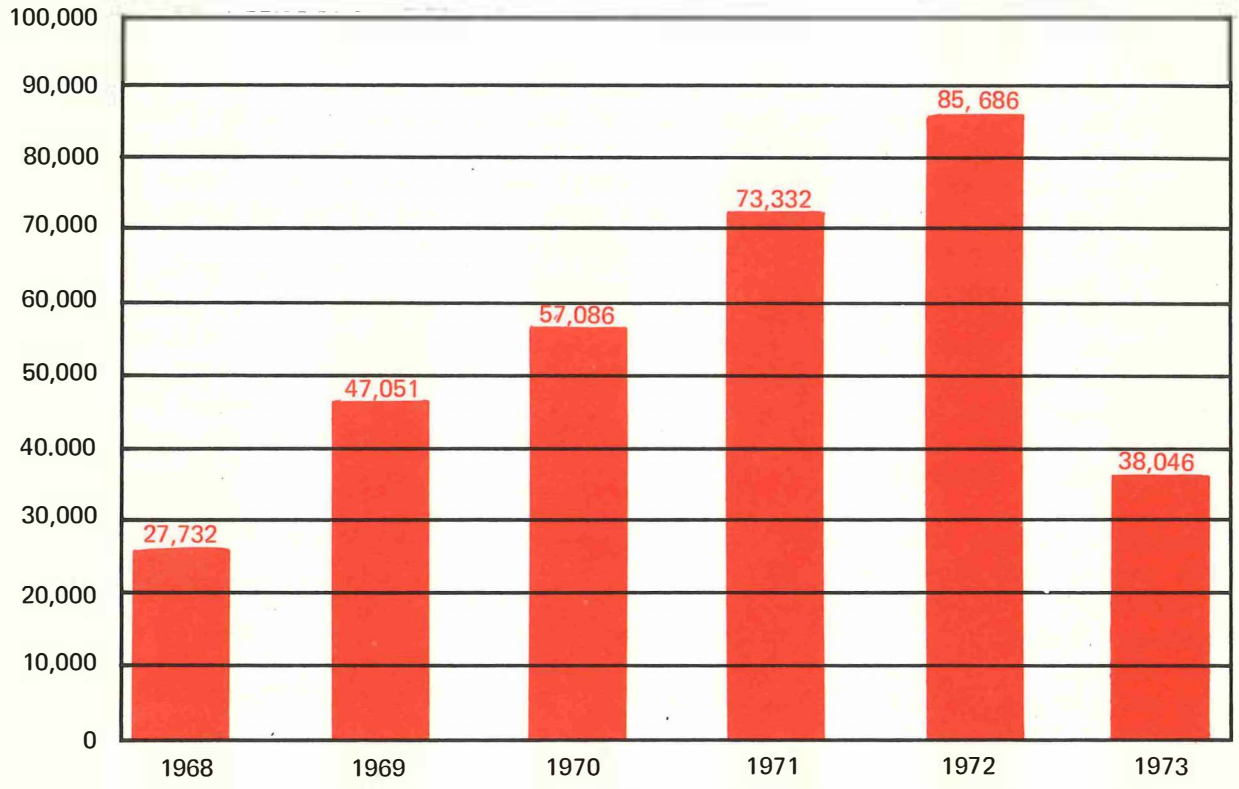
# Snowmobile - Involved Crashes

Like the motorcycle, the snowmobile has entered 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, up through 1972 the number of snowmobile registrations in any one year had more than trippled since 1968. During 1973, however, this ever increasing trend took a sharp downward swing, and snowmobile registrations were little more than half of the records high set in 1972. This may indicate that purchases of new snowmobiles, as well as re-registration of old ones, has 1) reached saturation levels, or 2) decreased due to climactic conditions not conductive to great quantities of snow cover during the 1973 winter periods. The fuel shortage may also have affected winter recreational trends enough to drop new snowmobile sales.

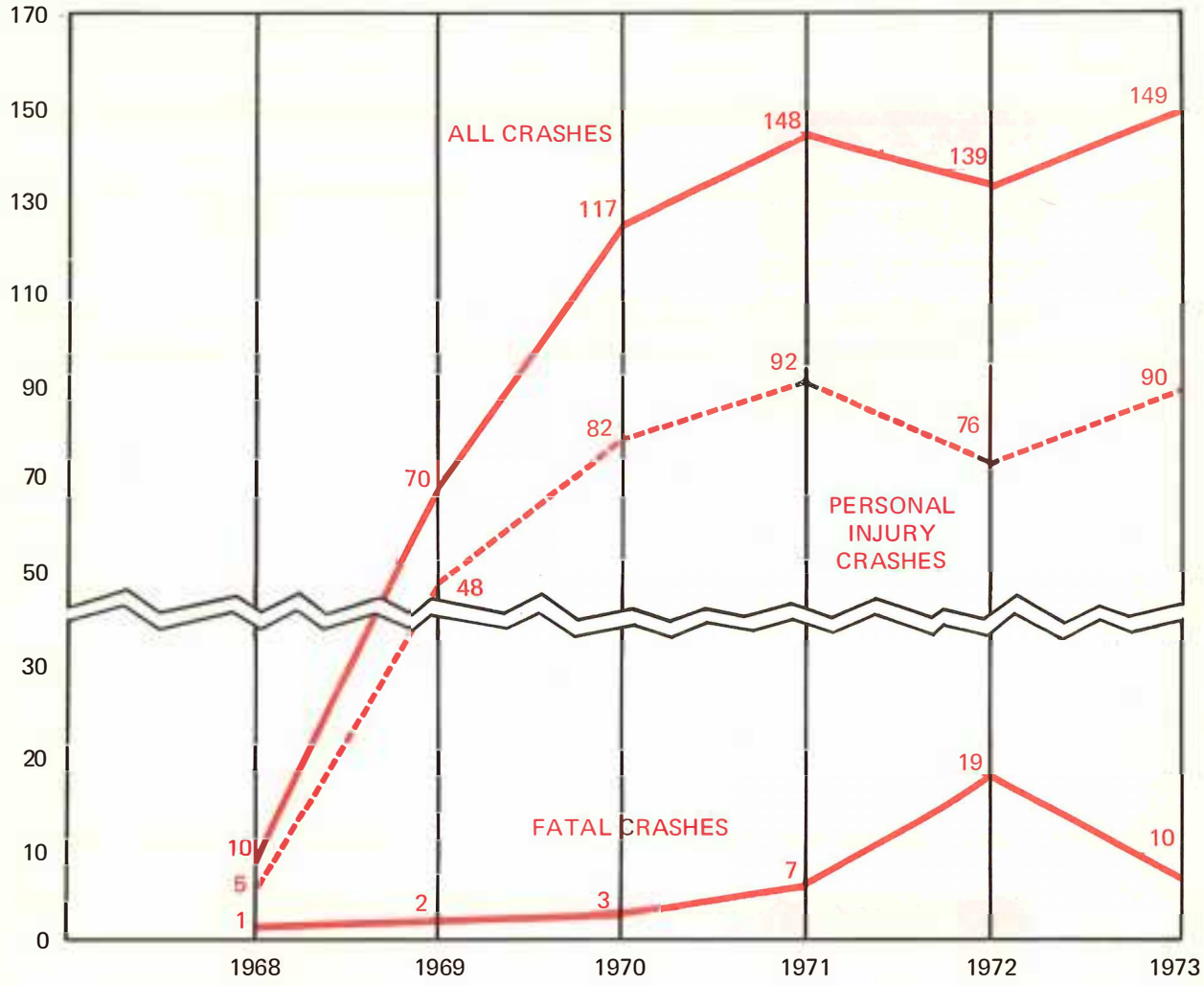
Although registrations have fallen off significantly, snowmobile-involved motor vehicle crashes reached a record high of 149 in 1973. Fortunately, the majority of these accidents were of the personal injury and property damage type, while 10 of them were fatal, killing 11 people. This constitutes a decrease from the peak fatality year of 1972, but is still significantly larger than the previous four year period of 1968-1971.

The snowmobile rider, like the motorcycle rider, is a very vulnerable individual. The 1973 statistics showed that the snowmobile rider involved in a crash had a better chance of escaping without any type of injury, but had a greater chance of becoming a fatality than the motorcyclist. While as a group, snowmobile-involved crashes were proportionately less serious (i.e., more of them produced only property damage) than motorcycle accidents, proportionately more of them were fatal accidents.

## SNOWMOBILE REGISTRATIONS ISSUED, 1968 - 1973



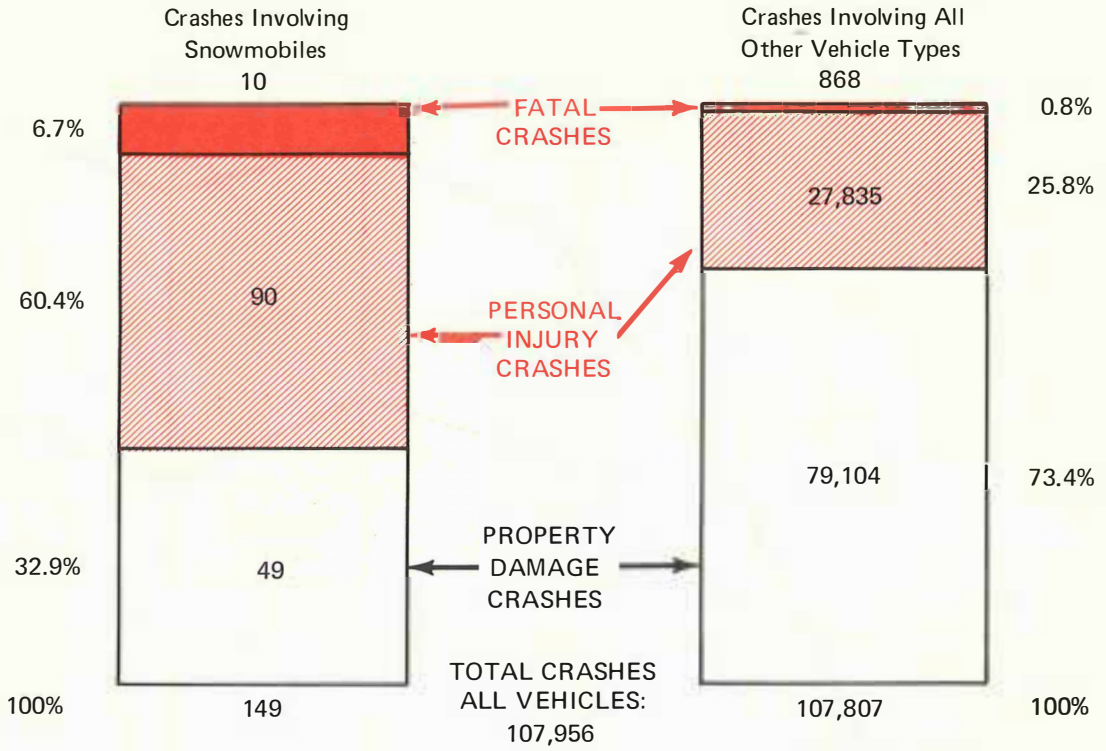
## SNOWMOBILE CRASHES, 1968 - 1973



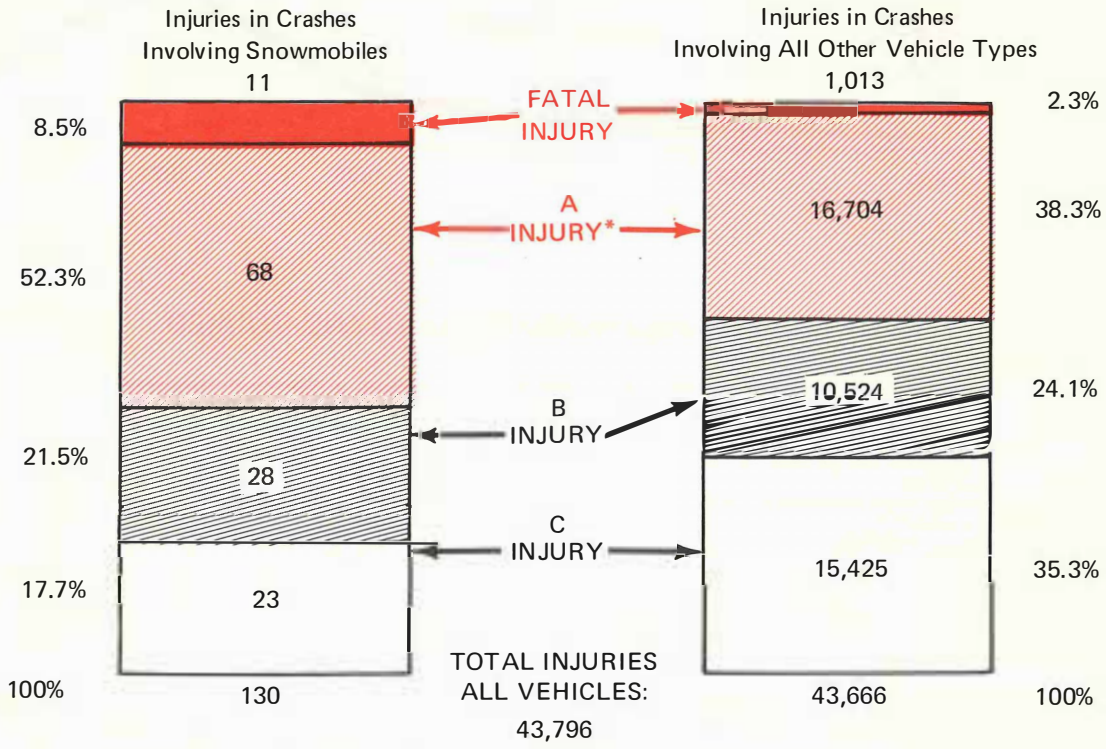

## TYPES OF CRASHES AND NUMBER KILLED AND INJURED

| 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 |
| 1973 | 149 | 10 | 90 | 49 | 11 | 119 |

## SEVERITY OF CRASHES INVOLVING SNOWMOBILES AND ALL OTHER MOTOR VEHICLES, 1973




## SEVERITY OF INJURIES INVOLVING SNOWMOBILES AND ALL OTHER MOTOR VEHICLES, 1973




*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

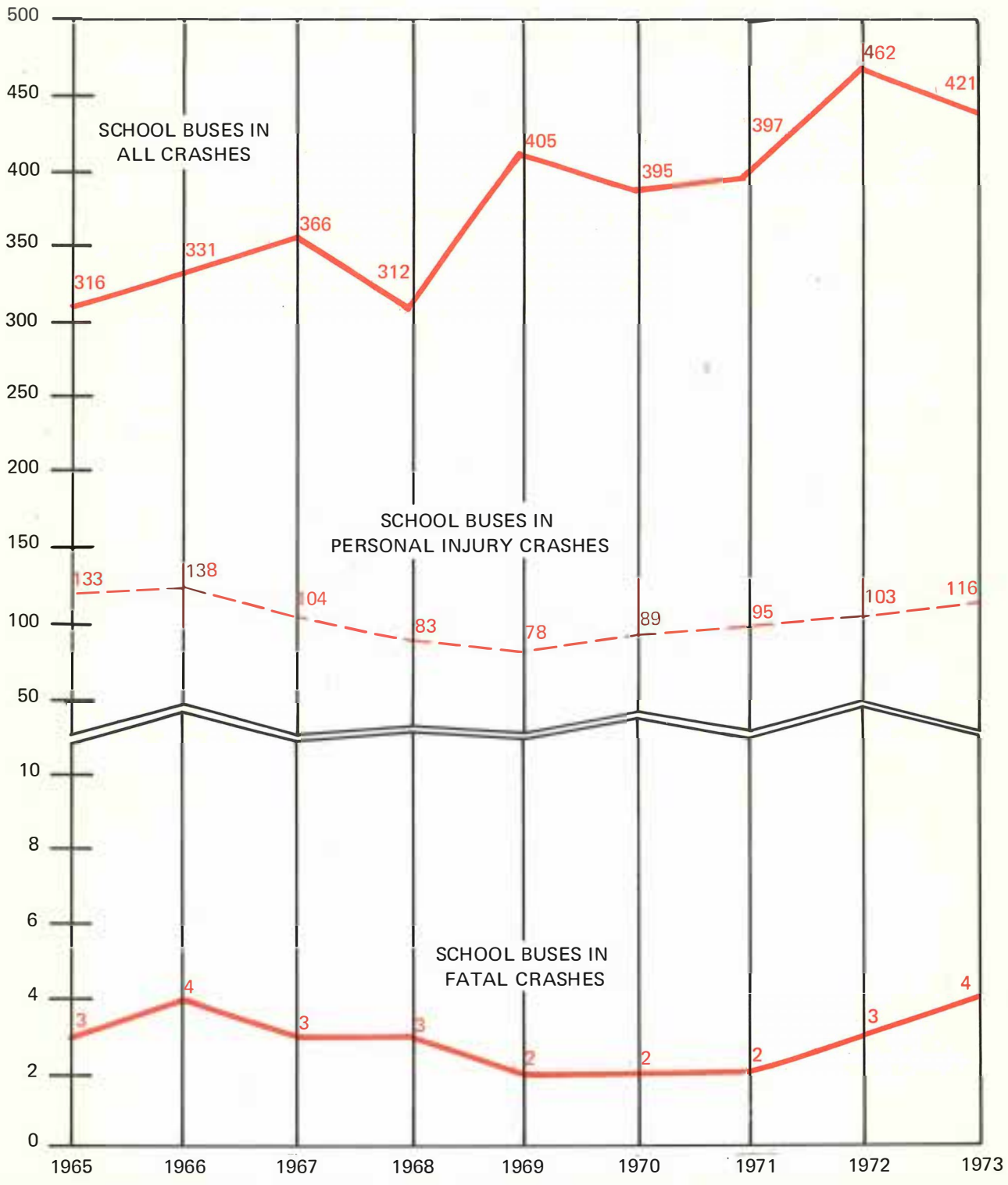
# PART 7.

# School Bus - Involved Crashes

Over the years school buses have generally tended to contribute very little to the state crash picture. In 1973, 421 school buses were involved in 417 crashes. This is less than one-half of one percent of all crashes involving motor vehicles in the state. Of this group, 116 school buses were involved in 113 personal injury accidents and 4 fatal crashes, killing 4 people. One of the four fatalities was the driver of the other vehicle involved, one was a bicyclist and two were pedestrians, one of which was a young child running to meet the bus.

The statistics from 1965 through 1973 shed a very favorable light upon the school bus as a mode of transportation. The number of crashes involving school buses has gone generally upward, which is understandable considering that more buses were on the road transporting more people in recent years. Fatal crashes have fluctuated around a mid-point of three per year since 1965, peaking at four crashes in 1966 and 1973.

## SCHOOL BUSES INVOLVED IN CRASHES, 1965-1973



# PART 8.

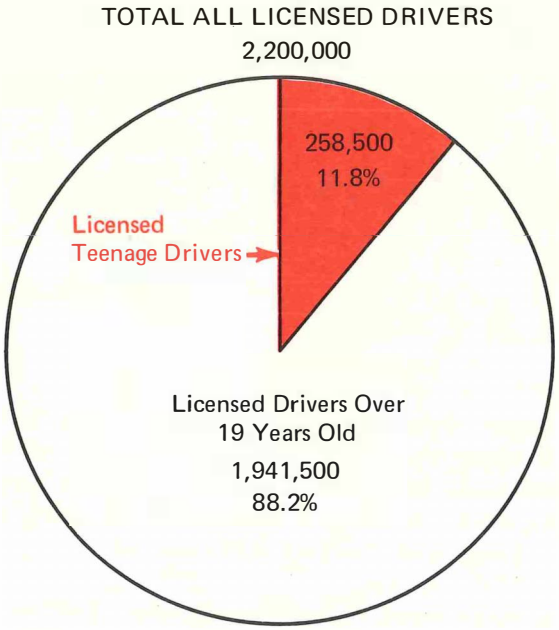
# Teen-Age Driver Crash Facts

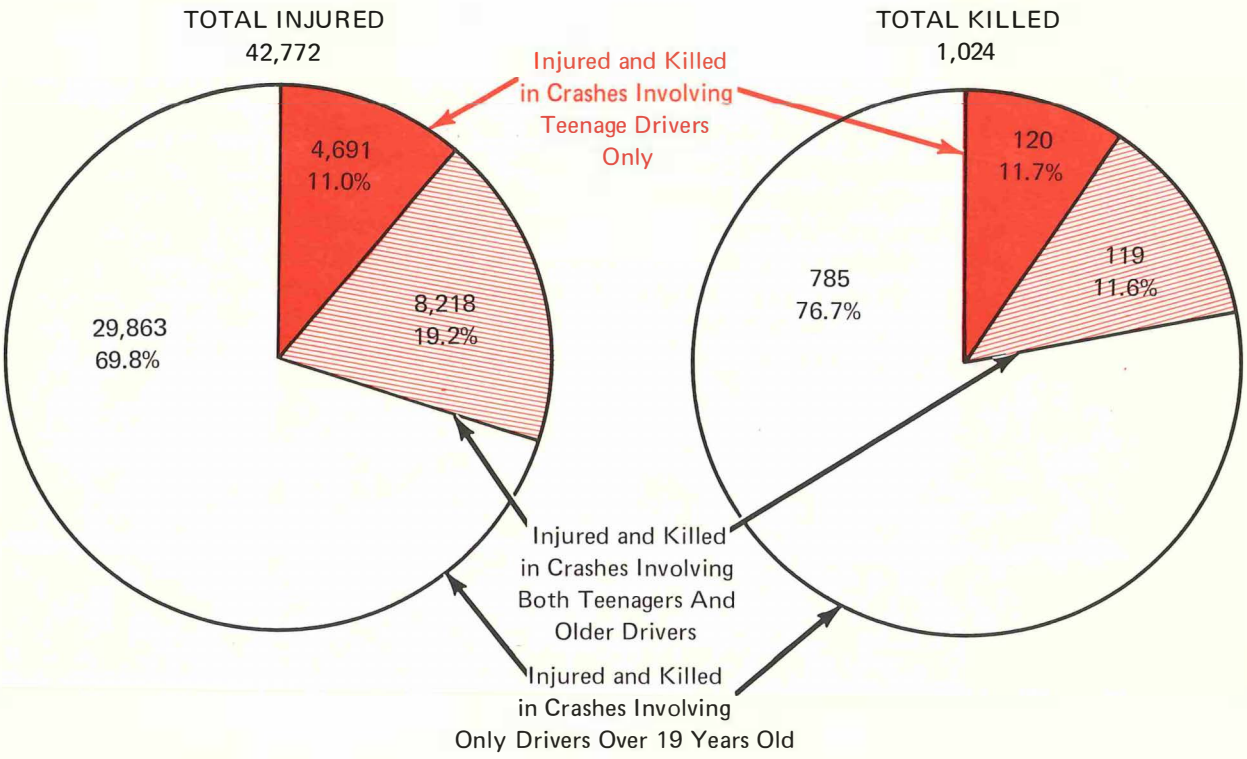
The teen-age driver has been stereotyped as a bad risk, both by insurance companies and by older drivers with whom they share the highways and streets. To a certain degree, such typical appraisals of teen-age drivers are correct. In light of recent statistical comparisons, however, teen-age drivers show 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 their actual appearance in the licensed driver population. Although this phenomenon is not unusual (since it is true of most age groups), teen-age drivers over the years have normally shown a larger disproportion than other age groups with the exception of the 20-24 catagory, which exhibits very nearly the same amount of disproportion.

It must not be construed that this disproportion has remained static; in fact, from 1964 to 1968 there had been a general widdening of this gap. Since 1968, however, there has been a general narrowing (i.e., decrease) in this disproportion. 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 11.5 percent in 1973.

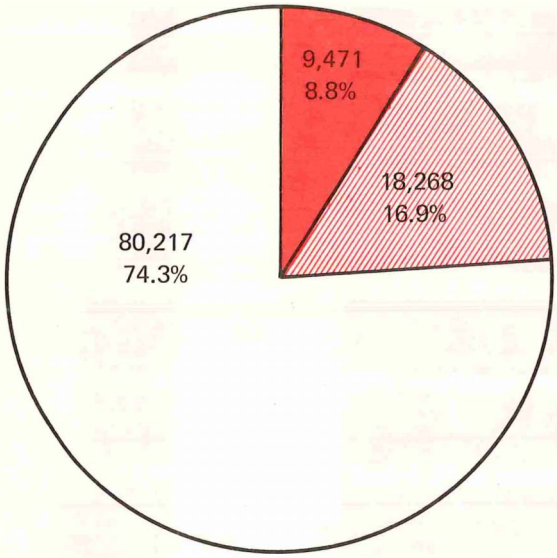
What this seems to show is that programs aimed at the begining driver are paying off in terms of reduced probability of accident involvement. The teen-age driver today is a much more experienced individual going into his driving career than his counterpart of five or ten years ago. Yet the aforementioned disproportion continues to exist. The reason why is hidden in a combination of factors, some of which are mobility (i.e., exposure), attitude, and the somewhat fading, yet still strong, mystique of the automobile for the young, which results in greater manipulation and experimentation, and ultimately in greater probability of crash involvement.


TOTAL ALL LICENSED DRIVERS
2,200,000
258,500
11.8%
Licensed
Teenage Drivers
Licensed Drivers Over
19 Years Old
1,941,500
88.2%

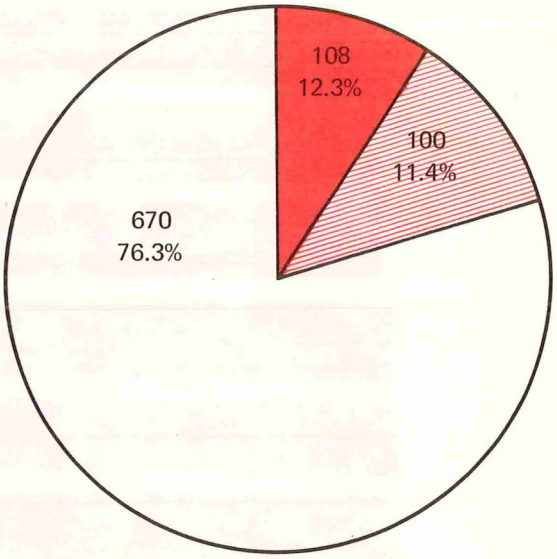

TOTAL INJURED
42,772
TOTAL KILLED
1,024
Injured and Killed
in Crashes Involving
Teenage Drivers
Only
4,691
11.0%
8,218
19.2%
29,863
69.8%
120
11.7%
119
11.6%
785
76.7%
Injured and Killed
in Crashes Involving
Both Teenagers And
Older Drivers
Injured and Killed
in Crashes Involving
Only Drivers Over 19 Years Old

# TEENAGE DRIVING RECORD, 1973

TOTAL CRASHES
107,956




FATAL CRASHES
878

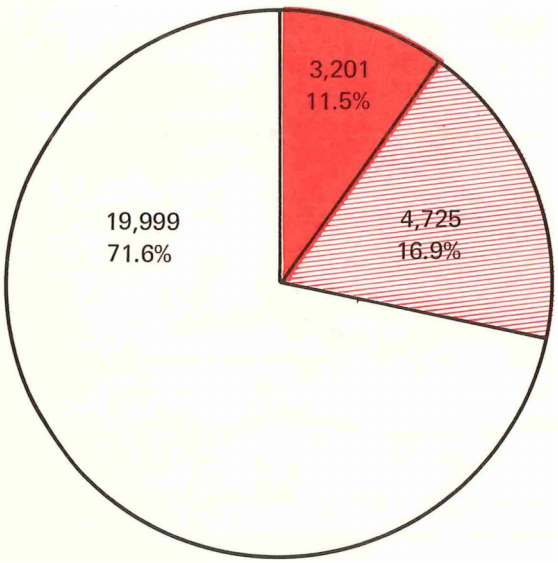



Crashes Involving Only Drivers Over 19 Years Old

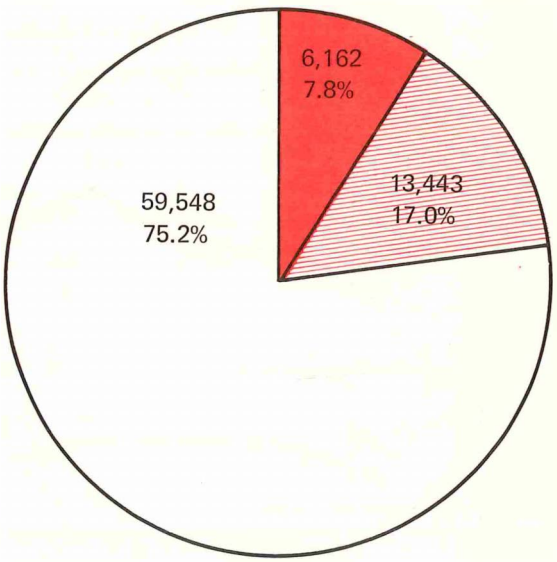
Crashes Involving Drivers Both Over And Under 19 Years of Age

Crashes Involving A Teenage Driver Only

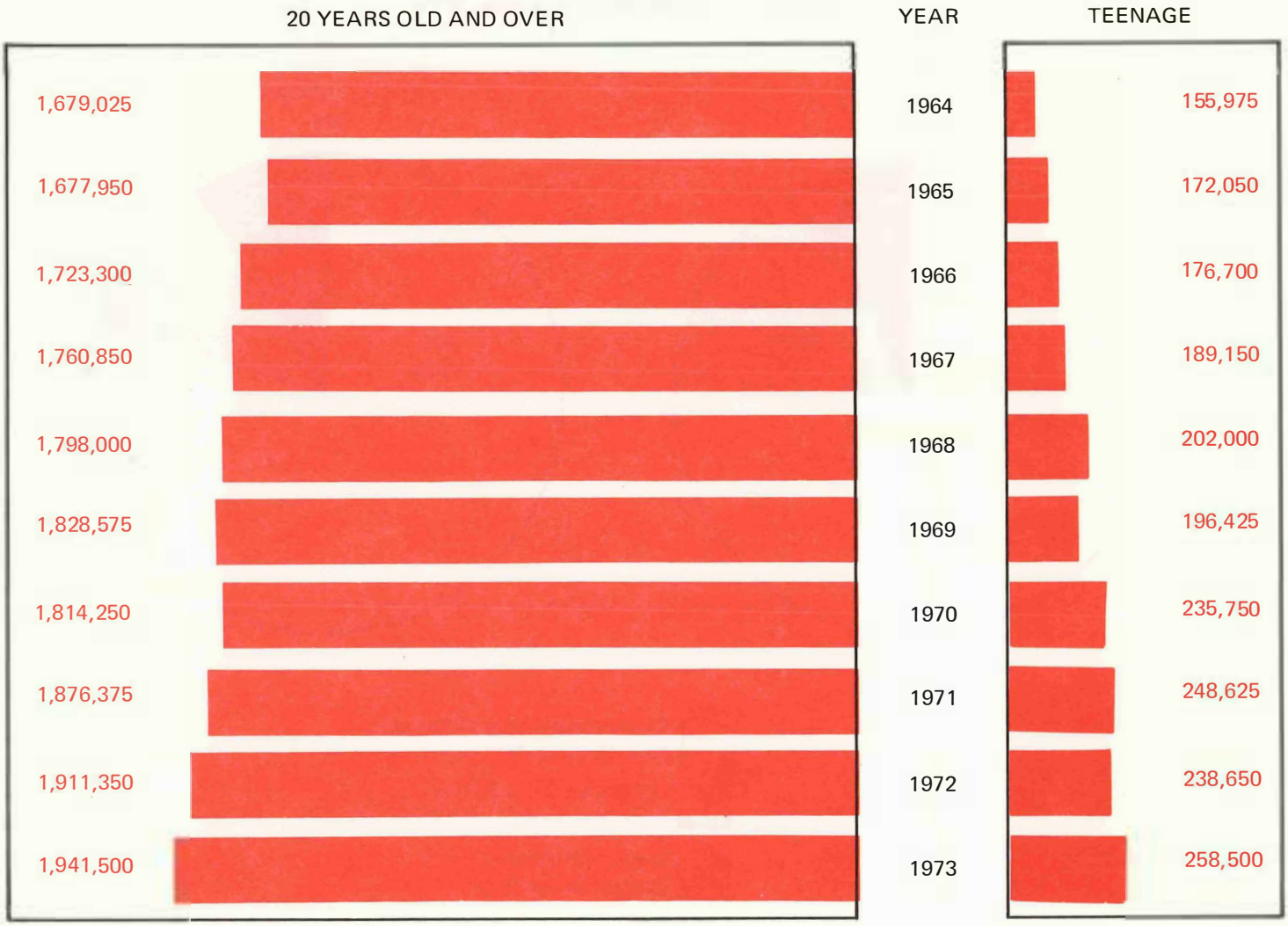
PERSONAL INJURY CRASHES
27,925



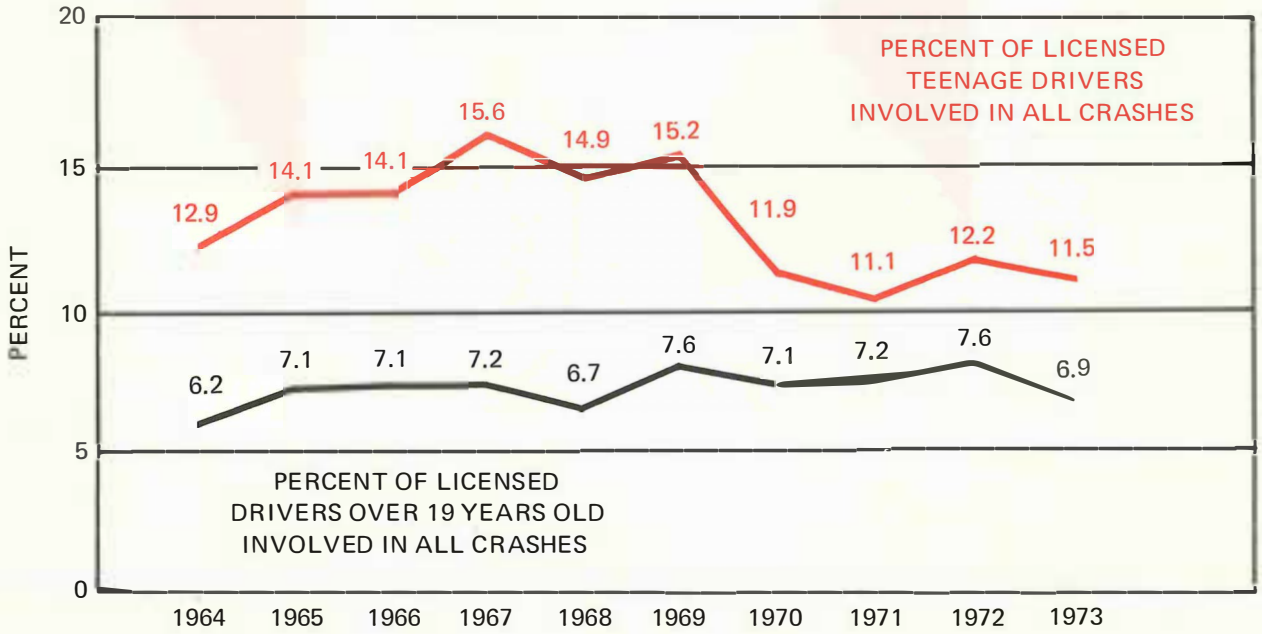

PROPERTY DAMAGE CRASHES
79,153



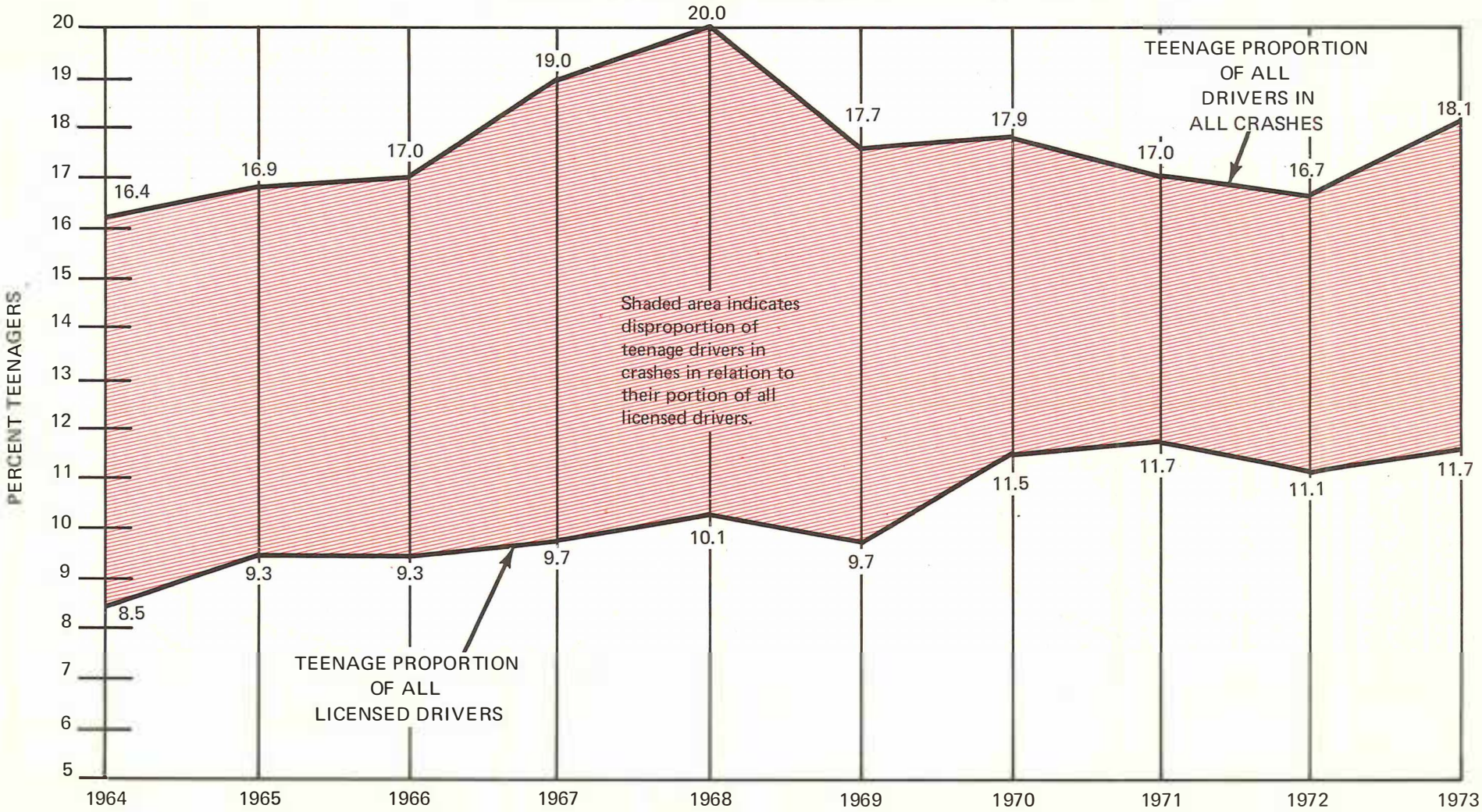
## NUMBER OF LICENSED DRIVERS BY AGE, 1964 - 1973

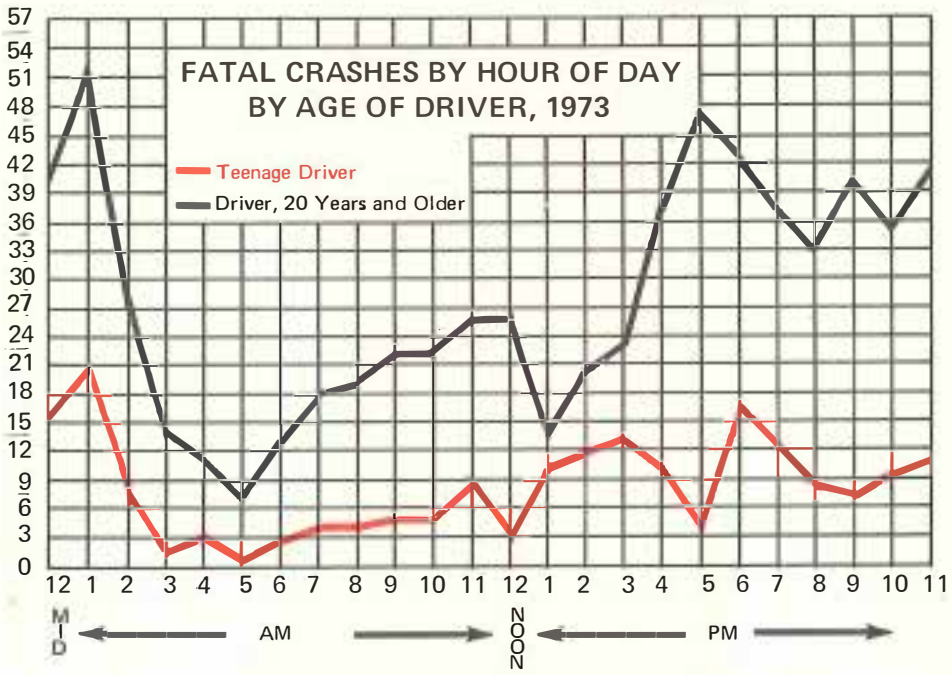


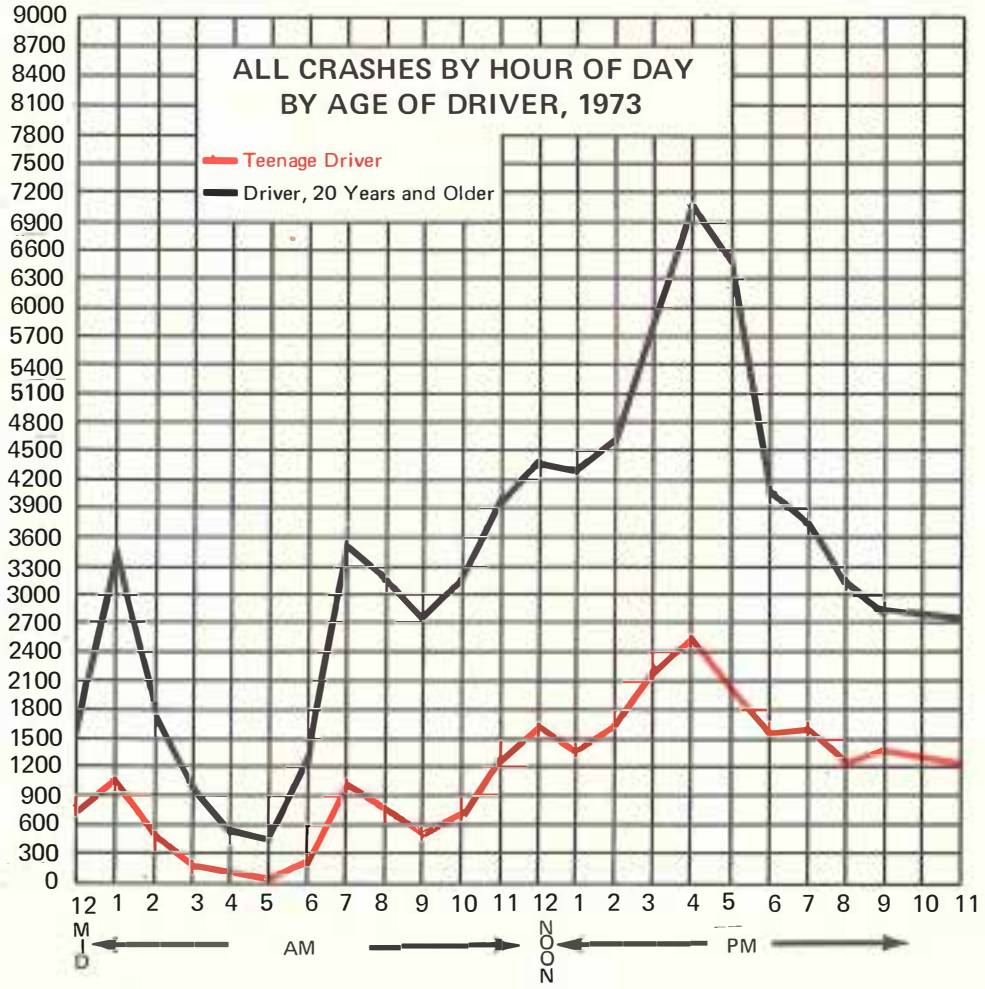

## PERCENT OF TEENAGE AND OTHER LICENSED DRIVERS INVOLVED IN CRASHES, 1964 - 1973



## TEENAGE DRIVERS AS A PERCENT OF ALL LICENSED DRIVERS AND AS A PERCENT OF DRIVERS IN CRASHES, 1964 - 1973




FATAL CRASHES BY HOUR OF DAY
BY AGE OF DRIVER, 1973
Teenage Driver
Driver, 20 Years and Older
57
54
51
48
45
42
39
36
33
30
27
24
21
18
15
12
9
6
3
0
12 1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11
MID
AM
NOON
PM


ALL CRASHES BY HOUR OF DAY
BY AGE OF DRIVER, 1973
Teenage Driver
Driver, 20 Years and Older
9000
8700
8400
8100
7800
7500
7200
6900
6600
6300
6000
5700
5400
5100
4800
4500
4200
3900
3600
3300
3000
2700
2400
2100
1800
1500
1200
900
600
300
0
12 1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11
MID
AM
NOON
PM

# PART 9.

# Drinking Drivers and Pedestrians

In 1973, 561 drivers were killed in motor vehicle crashes. Alcohol content was determined for 406 (72.4 percent) of these drivers, with 59.1 percent testing positive and at or above the .10 blood alcohol level considered illegal by Minnesota Law. The drinking driver tends to be a danger not only to himself, but to all others sharing the road with him. During 1973, 35.0 percent of the 240 alcohol-positive drivers were involved in multi-vehicle crashes, and an additional 60.0 percent were involved in single-car "ran-off-the-road" and "fixed object" type crashes.

June, August and October provided the largest portions of positive-testing fatal cases, with 13.7 percent, 11.3 percent and 11.3 percent respectively. The hours of midnight to 3 a.m. contributed 35.4 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 16.7 percent and 24.6 percent respectively.

In 1973, there were 13,047 DWI (driving while intoxicated) convictions. Out of this group, 16.0 percent of 2,094 drivers were convicted for the second time or more. Repeat convictions begin to fall off quite sharply after the second conviction, and there are very few people who survive or are caught and convicted five times or more (less than one percent of the total repeat convictions in any one year). Along with this increased number of DWI convictions, the number of revocations under the implied consent law reached an all time high of 877 cases during 1973.

Out of the 149 pedestrians killed in 1973, 73 were tested for alcohol. This is a substantial increase over previous years in which the testing program was operative. Of these 73 alcohol-tested pedestrian fatalities, 30 had alcohol in their system, with 23 testing at or above the 0.10 percent BAC level. Of the positive-testing group, 53.4 percent were between the ages of 16-20 and 25-29, while 16.7 percent were 60 years of age or older.

## 1973 ALCOHOL-POSITIVE DRIVER FATALITIES

| TYPE OF CRASH | NUMBER OF DRIVER FATALITIES | PERCENT OF DRIVER FATALITIES |
|---|---|---|
| Multi-vehicle Collision | 84 | 35.0% |
| Ran Off the Road | 121 | 50.4 |
| Collision With: | | |
| Parked Vehicle | 1 | 0.4 |
| Fixed Object | 23 | 9.6 |
| Animal, Other Object, Bicycle | 0 | 0.0 |
| Pedestrian | 0 | 0.0 |
| Railroad Train | 4 | 1.7 |
| Snowmobile | 1 | 0.4 |
| Non-collision Including Overturned | 6 | 2.5 |
| TOTALS | 240 | 100.0% |

## DRINKING DRIVER FACTS, 1968 - 1973

| 1968 | % | 1969 | % | 1970 | % | 1971 | % | 1972 | % | 1973 | % | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1,060 | | 988 | | 987 | | 1,024 | | 1,031 | | 1,024 | | people were killed in motor vehicle crashes |
| 531 | 49.6 | 504 | 51.0 | 488 | 49.5 | 510 | 49.9 | 567 | 54.9 | 561 | 54.8 | drivers were killed |
| 265 | 49.9 | 270 | 53.5 | 241 | 49.4 | 259 | 50.8 | 398 | 70.2 | 406 | 72.4 | fatally injured drivers were tested for alcohol |
| 144 | 54.3 | 147 | 54.5 | 142 | 59.0 | 155 | 59.8 | 229 | 57.5 | 240 | 59.1 | 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 | 206 | 85.8 | 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 | 227 | 94.6 | of the positive cases were male |
| 13 | 9.0 | 10 | 6.9 | 6 | 4.2 | 14 | 9.0 | 19 | 8.3 | 13 | 5.4 | of the positive cases were female |
| 37 | 32.5 | 46 | 31.3 | 42 | 29.5 | 48 | 31.0 | 56 | 31.6 | 85 | 41.3 | 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 | 105 | 43.8 | 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 | 85 | 41.3 | 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 | 21 | 8.8 | of the positive cases were under the legal drinking age* |

*The age of majority was legally lowered to 18 years of age on June 1, 1973.

## 1973 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 | 7 | 1 | 1 | | | | | | | 0.0 | 0.0 |
| 16-20 | 119 | 83 | 33 | 6 | 8 | 13 | 22 | 1 | 50 | 60.2 | 20.9 |
| 21-24 | 89 | 75 | 20 | 0 | 4 | 16 | 29 | 6 | 55 | 73.3 | 22.9 |
| 25-29 | 64 | 51 | 11 | 1 | 1 | 7 | 25 | 6 | 40 | 78.4 | 16.7 |
| 30-34 | 37 | 32 | 7 | 2 | 2 | 4 | 13 | 4 | 25 | 78.1 | 10.4 |
| 35-39 | 40 | 33 | 17 | 1 | 0 | 2 | 9 | 4 | 16 | 48.5 | 6.7 |
| 40-44 | 21 | 13 | 5 | 0 | 0 | 2 | 5 | 1 | 8 | 61.5 | 3.3 |
| 45-49 | 28 | 21 | 11 | 2 | 1 | 0 | 6 | 1 | 10 | 47.6 | 4.2 |
| 50-54 | 31 | 25 | 11 | 0 | 2 | 2 | 9 | 1 | 14 | 56.0 | 5.8 |
| 55-59 | 23 | 16 | 8 | 0 | 1 | 3 | 1 | 3 | 8 | 50.0 | 3.3 |
| 60-64 | 29 | 15 | 9 | 0 | 1 | 1 | 1 | 3 | 6 | 40.0 | 2.5 |
| 65-up | 73 | 41 | 33 | 1 | 1 | 0 | 4 | 2 | 8 | 19.5 | 3.3 |
| unknown | 0 | | | | | | | | | | |
| TOTALS | 561 | 406 | 166 | 13 | 21 | 50 | 124 | 32 | 240 | 59.1 | 100.0 |

## 1973 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 | 111 | 91 | 6 | 3 | 7 | 23 | 43 | 9 | 85 | 93.4 | 35.4 |
| 3am-6am | 25 | 19 | 7 | 1 | 1 | 1 | 8 | 1 | 12 | 63.2 | 5.0 |
| 6am-9am | 48 | 37 | 30 | 1 | 0 | 1 | 3 | 2 | 7 | 18.9 | 2.9 |
| 9am-Noon | 57 | 37 | 30 | 0 | 2 | 0 | 5 | 0 | 7 | 18.9 | 2.9 |
| Noon-3pm | 57 | 39 | 32 | 0 | 0 | 1 | 5 | 1 | 7 | 17.9 | 2.9 |
| 3pm-6pm | 71 | 45 | 26 | 1 | 2 | 6 | 9 | 1 | 19 | 42.2 | 7.9 |
| 6pm-9pm | 93 | 66 | 26 | 2 | 2 | 9 | 17 | 10 | 40 | 60.6 | 16.7 |
| 9pm-Mid | 91 | 68 | 9 | 5 | 6 | 8 | 33 | 7 | 59 | 86.8 | 24.6 |
| unknown | 8 | 4 | 0 | 0 | 1 | 1 | 1 | 1 | 4 | 100.0 | 1.7 |
| TOTALS | 561 | 406 | 166 | 13 | 21 | 50 | 124 | 32 | 240 | 59.1 | 100.0 |

## 1973 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 | 35 | 22 | 10 | 2 | 1 | 3 | 6 | 0 | 12 | 54.5 | 5.0 |
| February | 22 | 15 | 7 | 0 | 0 | 4 | 4 | 0 | 8 | 53.3 | 3.3 |
| March | 40 | 33 | 16 | 0 | 1 | 2 | 8 | 6 | 17 | 51.5 | 7.1 |
| April | 37 | 25 | 9 | 1 | 2 | 6 | 5 | 2 | 16 | 64.0 | 6.7 |
| May | 47 | 30 | 10 | 0 | 1 | 5 | 12 | 2 | 20 | 66.7 | 8.3 |
| June | 52 | 46 | 13 | 1 | 5 | 8 | 15 | 4 | 33 | 71.7 | 13.7 |
| July | 65 | 43 | 22 | 3 | 2 | 0 | 13 | 3 | 21 | 48.8 | 8.7 |
| August | 54 | 38 | 11 | 2 | 4 | 6 | 8 | 7 | 27 | 71.1 | 11.3 |
| September | 57 | 39 | 17 | 2 | 1 | 5 | 10 | 4 | 22 | 56.4 | 9.2 |
| October | 54 | 45 | 18 | 0 | 3 | 5 | 18 | 1 | 27 | 60.0 | 11.3 |
| November | 59 | 44 | 20 | 1 | 0 | 3 | 18 | 2 | 24 | 54.5 | 10.0 |
| December | 39 | 26 | 13 | 1 | 1 | 3 | 7 | 1 | 13 | 50.0 | 5.4 |
| TOTALS | 561 | 406 | 166 | 13 | 21 | 50 | 124 | 32 | 240 | 59.1 | 100.0 |

## 1973 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) | 11 | 9 | 2 | 0 | 1 | 3 | 2 | 1 | 7 | 77.8 | 2.9 |
| Interstate-(urban) | 22 | 21 | 6 | 2 | 1 | 2 | 10 | 0 | 15 | 71.4 | 6.3 |
| Trunk Hwy-(rural) | 237 | 171 | 80 | 6 | 6 | 18 | 49 | 12 | 91 | 53.2 | 37.9 |
| Trunk Hwy-(urban) | 59 | 46 | 22 | 1 | 0 | 5 | 16 | 2 | 24 | 52.2 | 10.0 |
| County Road | 174 | 118 | 37 | 3 | 8 | 17 | 40 | 13 | 81 | 68.6 | 33.7 |
| City Street | 32 | 22 | 7 | 0 | 4 | 2 | 5 | 4 | 15 | 68.2 | 6.3 |
| Township Road | 26 | 19 | 12 | 1 | 1 | 3 | 2 | 0 | 7 | 36.8 | 2.9 |
| TOTALS | 561 | 406 | 166 | 13 | 21 | 50 | 124 | 32 | 240 | 59.1 | 100.0 |

## DWI CONVICTIONS, 1964 - 1973

| | |
|---|---|
| 1973 | 13,047 |
| 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 - 1973

| | |
|---|---|
| 1973 | 871 |
| 1972 | 568 |
| 1971 | 423 |
| 1970 | 855 |
| 1969 | 691 |
| 1968 | 166 |
| 1967 | 22 |
| 1966 | 22 |
| 1965 | 25 |
| 1964 | 17 |

## REPEAT DWI CONVICTIONS, 1966 - 1973

| | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 |
|---|---|---|---|---|---|---|---|---|
| Second Conviction | 851 | 708 | 983 | 1,162 | 1,316 | 1,454 | 1,716 | 1,480 |
| Third Conviction | 197 | 200 | 228 | 276 | 351 | 370 | 419 | 479 |
| Fourth Conviction | 44 | 34 | 48 | 41 | 64 | 57 | 98 | 102 |
| Fifth Conviction | 11 | 7 | 7 | 10 | 22 | 23 | 24 | 20 |
| Sixth Conviction | 3 | 2 | 4 | 3 | 3 | 6 | 4 | 6 |
| Seventh Conviction | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 7 |
| Eighth Conviction | 2 | 0 | 0 | 0 | 1 | 2 | 2 | 0 |
| Ninth Conviction | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Tenth Conviction | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Eleventh Conviction | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Twelfth Conviction | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Total Repeat Convictions | 1,110 | 952 | 1,270 | 1,492 | 1,760 | 1,915 | 2,267 | 2,094 |
| Total DWI Convictions | 5,792 | 5,977 | 7,431 | 8,471 | 8,634 | 9,687 | 11,303 | 13,047 |
| Percent Repeat Convictions | 19.2% | 15.9% | 17.1% | 17.6% | 20.4% | 19.8% | 20.1% | 16.0% |

## BLOOD ALCOHOL LEVELS IN 1973 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 | 635 | 45 | 8 | 29 | 78 | 382 | 93 | 590 | 92.9 | 10.9 |
| 15 and under | 146 | 26 | 6 | 30 | 38 | 45 | 1 | 120 | 82.2 | 2.2 |
| 16 - 20 | 804 | 54 | 27 | 80 | 196 | 422 | 25 | 750 | 93.3 | 13.8 |
| 21 - 24 | 840 | 41 | 8 | 58 | 137 | 539 | 57 | 799 | 95.1 | 14.8 |
| 25 - 34 | 1,157 | 36 | 4 | 26 | 147 | 784 | 160 | 1,121 | 96.9 | 20.6 |
| 35 - 44 | 790 | 17 | 1 | 21 | 70 | 489 | 192 | 773 | 97.8 | 14.2 |
| 45 - 54 | 701 | 9 | 4 | 9 | 58 | 437 | 184 | 692 | 98.7 | 12.7 |
| 55 - 64 | 437 | 6 | 0 | 13 | 46 | 256 | 116 | 431 | 98.6 | 7.9 |
| 65 - over | 165 | 8 | 2 | 5 | 24 | 96 | 30 | 157 | 95.2 | 2.9 |
| TOTALS | 5,675 | 242 | 60 | 271 | 794 | 3,450 | 858 | 5,433 | 95.7 | 100.0 |

## HIGHWAY PATROL DWI ARRESTS AND CONVICTIONS, 1964 - 1973

| YEAR | NUMBER ARRESTS | NUMBER CONVICTIONS | PERCENT CONVICTIONS |
|---|---|---|---|
| 1973 | 4,722 | 3,391 | 71.8 |
| 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 - 1973
## (SAMPLES ANALYZED BY STATE LABORATORY)

| ALCOHOL LEVEL (Percent) | 1969 | 1970 | 1971 | 1972 | 1973 |
|---|---|---|---|---|---|
| Negative (.000 - .009) | 137 | 151 | 166 | 193 | 242 |
| .010 - .049 | 114 | 86 | 52 | 80 | 60 |
| .050 - .099 | 178 | 176 | 229 | 237 | 271 |
| .100 - .149 | 559 | 612 | 469 | 676 | 794 |
| .150 - .199 | 1,154 | 1,343 | 1,653 | 1,985 | 1,803 |
| .200 - .249 | 878 | 905 | 1,063 | 1,422 | 1,647 |
| .250 - .299 | 327 | 293 | 570 | 658 | 621 |
| .300 - .349 | 52 | 54 | 74 | 141 | 156 |
| .350 - .399 | 10 | 12 | 27 | 33 | 81 |
| TOTAL | 3,409 | 3,632 | 4,303 | 5,425 | 5,675 |

# Additions and Corrections

Please note the following changes:

1. Disregard the table on page 79 and insert the accompanying table in its place.

## BLOOD ALCOHOL LEVELS IN 1973 DWI ARRESTS

## (SAMPLES ANALYZED BY STATE LABORATORY)

| AGE | TOTAL TESTED | TOTAL NEGATIVE | BLOOD ALCOHOL CONCENTRATION(PERCENT) .010-.049 | .050-.099 | .100-.149 | .150-.249 | .250-over | TOTAL POSITIVE | % AGE GRP POS | % OF ALL POS CASES |
|---|---|---|---|---|---|---|---|---|---|---|
| Not Determined | 635 | 45 | 8 | 29 | 78 | 382 | 93 | 590 | 92.9 | 10.8 |
| 15 under | 16 | 2 | 0 | 7 | 2 | 5 | 0 | 14 | 87.5 | 0.2 |
| 16-17 | 132 | 15 | 8 | 26 | 37 | 45 | 1 | 117 | 88.6 | 2.1 |
| 18-20 | 802 | 43 | 35 | 82 | 198 | 419 | 25 | 759 | 94.6 | 13.9 |
| 21-24 | 840 | 41 | 8 | 58 | 137 | 539 | 57 | 799 | 95.1 | 14.7 |
| 25-34 | 1,157 | 36 | 4 | 26 | 147 | 784 | 160 | 1,121 | 96.9 | 20.6 |
| 35-44 | 790 | 17 | 1 | 21 | 70 | 489 | 192 | 773 | 97.8 | 14.2 |
| 45-54 | 701 | 9 | 4 | 9 | 58 | 437 | 184 | 692 | 98.7 | 12.7 |
| 55-64 | 437 | 6 | 0 | 13 | 46 | 256 | 116 | 431 | 98.6 | 7.9 |
| 65 over | 165 | 8 | 2 | 5 | 24 | 96 | 30 | 157 | 95.2 | 2.9 |
| TOTALS | 5,675 | 222 | 70 | 276 | 797 | 3,452 | 858 | 5,453 | 95.7 | 100.0 |

NOTE: These data refer to analysis of chemical specimens submitted to the Bureau of Criminal Apprehension laboratory by state and local police agencies.

## DRINKING PEDESTRIAN FACTS, 1968 - 1973

| 1968 | % | 1969 | % | 1970 | % | 1971 | % | 1972 | % | 1973 | % | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 122 | | 114 | | 149 | | 157 | | 132 | | 149 | | pedestrians were killed in motor vehicle crashes* |
| 46 | 37.7 | 34 | 29.8 | 41 | 27.5 | 44 | 28.0 | 67 | 50.8 | 73 | 49.0 | fatally injured pedestrians were tested for alcohol |
| 11 | 23.9 | 17 | 50.0 | 20 | 48.7 | 30 | 68.2 | 31 | 46.3 | 30 | 41.1 | 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 | 23 | 76.7 | 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 | 1 | 3.3 | of the positive cases were 65 or older |
| 0 | 0.0 | 1 | 5.9 | 3 | 15.0 | 5 | 16.7 | 9 | 29.0 | 3 | 10.0 | of the positive cases were under the legal drinking age.** |



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

** The age of majority was legally lowered to 18 years of age on June 1, 1973.

## 1973 PEDESTRIAN FATALITIES, LEVEL OF INTOXICATION BY 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 | 47 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 |
| 16-20 | 15 | 14 | 6 | 1 | 2 | 2 | 2 | 1 | 8 | 57.1 | 26.7 |
| 21-24 | 3 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 50.0 | 3.3 |
| 25-29 | 11 | 10 | 2 | 1 | 0 | 0 | 7 | 0 | 8 | 80.0 | 26.7 |
| 30-34 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 50.0 | 3.3 |
| 35-39 | 5 | 5 | 3 | 0 | 0 | 0 | 2 | 0 | 2 | 40.0 | 6.7 |
| 40-44 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 100.0 | 3.3 |
| 45-49 | 6 | 4 | 1 | 0 | 0 | 0 | 1 | 2 | 3 | 75.0 | 10.0 |
| 50-54 | 6 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 16.7 | 3.3 |
| 55-59 | 7 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 |
| 60-64 | 5 | 5 | 1 | 2 | 0 | 0 | 1 | 1 | 4 | 80.0 | 13.4 |
| 65-up | 39 | 15 | 14 | 0 | 0 | 1 | 0 | 0 | 1 | 6.7 | 3.3 |
| TOTALS | 149 | 73 | 43 | 4 | 3 | 3 | 15 | 5 | 30 | 41.1 | 100.0 |