

**Facts on
MOTOR
VEHICLE
CRASHES
in
MINNESOTA
during
1974**



MINNESOTA DEPARTMENT OF

PUBLIC SAFETY

Highway Building, St. Paul, 55155

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during
1974**

**Traffic Safety Section
211 State Highway Building
St. Paul, Minnesota 55155
May 1975**

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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 1974. 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.

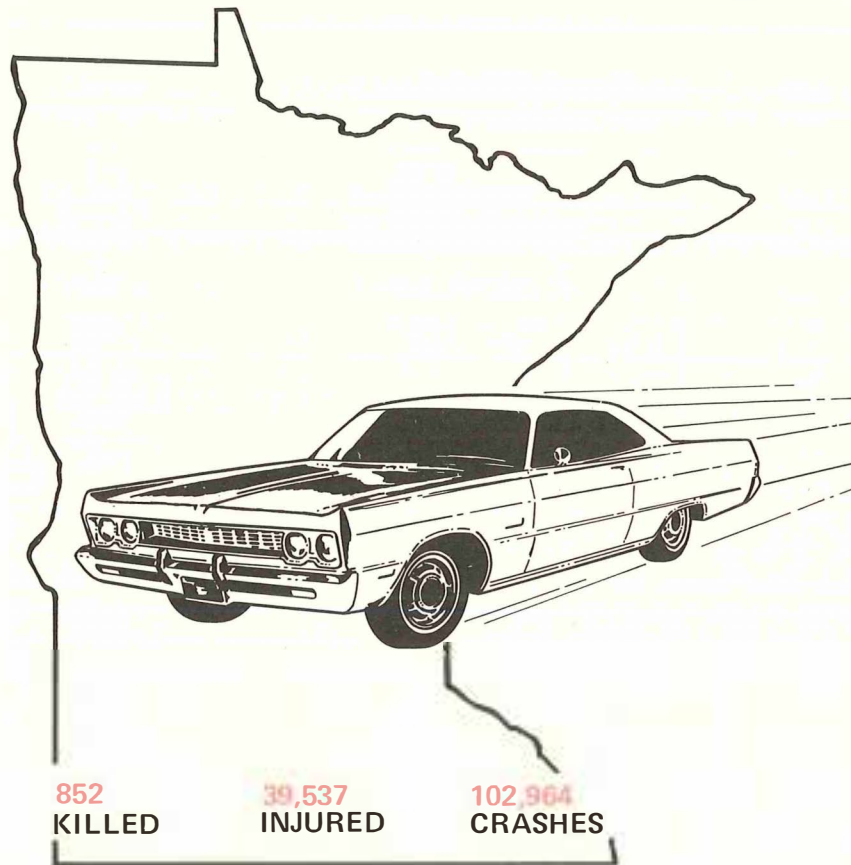
Selected highway crash data are presented to determine trends, to point out problem areas and to establish the dominant characteristics of motor vehicle crashes in Minnesota so that appropriate countermeasures can be implemented.

In 1974, 852 people were killed and 39,537 injured in 102,964 crashes throughout the state. Over 2.6 million vehicles traveled 24.6 billion miles on 128,236 miles of roadway. Approximately 2.24 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 1974 has been set at \$481,878,600. 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.

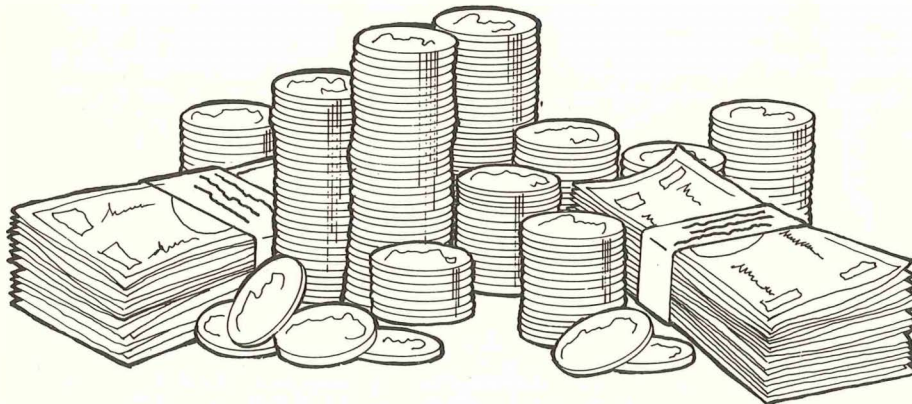
The report itself is divided into nine parts, the first examining the vehicles, drivers and crashes, the others reviewing pedestrians, alcohol involvement, and selected types of motor vehicle crashes. Graphical charts as well as data tables have been included in the hope that this will enable the reader to more clearly understand and analyze the trends present in the crash picture for the State of Minnesota through 1974.

PERSONAL LOSS



ESTIMATED COST

ECONOMIC LOSS: \$481,878,600



PART 1.

Crash Facts Summary

Trends by Year, Month, Day, and Hour

In 1974 Minnesota experienced declines in traffic crashes and fatalities. These declines may possibly be explained by the whole energy conservation issue. Vehicle miles traveled decreased for the first time in ten years. Minnesotans were driving less and thus had less exposure to accidents. In June of 1974 the 55 mile per hour speed limit was legalized. The lowered speeds on our roadways also contributed to fewer crashes and fatalities.

In 1974 each licensed driver traveled an average of 11,001 miles, a 4 percent decrease from 1973. This is a significant decrease considering that the number of miles traveled and the number of licensed drivers has gone up every year since 1965.

One out of every 4,598 Minnesota residents and one out of every 2,623 licensed drivers died in Minnesota traffic crashes in 1974. Both of these ratios are lower than 1973, indicating that Minnesotans were less likely to become a traffic fatality in 1974.

During the winter months people tend to stay home and drive less. Correspondingly, fatal crashes and fatalities go down for these months. The months of July through October show the opposite, with more people driving and fatal crashes and fatalities on the increase. These four months account for 40 percent of the fatal crashes during 1974. An average of three people a day are killed on Minnesota roadways during these four months while during the other eight months of the year an average of two people are killed a day.

Friday and Saturday consistently account for the greatest number of accidents. On these two days 36 percent of all crashes and 37 percent of fatal crashes occurred. Fatal crashes also occur in disproportionately large numbers on Sundays.

When all crashes are broken down by hour of the day, 3 p.m. through 6 p.m. show the peak number of crashes. Looking at just fatal crashes, a bi-modal pattern appears, with the peak accident hours being 1 a.m. and between 5 p.m. and 7 p.m.

The greatest number of crashes per hour occurred on Friday afternoons between the rush hours of 3 p.m. and 6 p.m. when people are hurrying home to start their weekend. The post party and drinking hours of 1 a.m. through 2 a.m. on both Saturday and Sunday mornings account for the highest number of fatal crashes.

Types of Crashes

The most commonly occurring crash in the State of Minnesota in 1974 involved two motor vehicles in traffic. This type of crash, along with crashes involving parked cars or cars that ran off the road, accounted for 91 percent of the total crash picture.

Railroad train with motor vehicle crashes resulted in the high fatality crash ratio of 12 percent. Motor vehicle and pedestrian crashes also produced a high fatality crash ratio of 6 percent. These two types of crashes when compared with all other crashes have the highest fatality ratios.

Pedestrians involved in crashes had a 100 percent chance of injury. During 1974, however, a pedestrian had a 50 percent or better chance of surviving a crash than a motor vehicle occupant involved in a railroad train crash. Death most often occurred in motor vehicle with railroad train crashes.

Urban and Rural Configuration

The metropolitan areas of Minneapolis, St. Paul and Duluth contributed 31 percent of all crashes but only 10 percent of the fatal crashes in 1974. This follows the established pattern of urban areas contributing more of the injury and property damage accidents while most of the fatal crashes take place in rural areas.

Road Conditions and Weather Factors

Because many road and weather conditions are difficult to categorize, a large portion of the 1974 crashes are classed as "all others and not stated." Of those which can be accurately categorized the following observations can be made. A little over 63 percent of all crashes and 79 percent of fatal crashes occurred on dry pavements. Nearly 60 percent of all crashes took place on clear or cloudy days, with 85 percent of fatal crashes occurring under those relatively favorable skies.

Drivers Involved in Crashes

In 1974 there were 169,286 drivers involved in crashes. Of that group, 72 percent were males and 28 percent were females. The proportion of female involvement increases slightly each year. This may indicate 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 fatalities; about 26 percent were involved in personal 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. Disproportionate involvement diminishes and becomes insignificant farther up the age range.

There are a number of reasons for this recurring trend, but the most probable is that the early years are usually the most mobile for the average driver and thus the risk of accident involvement is significantly higher.

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-eight percent of all intersection crashes and 71 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. This type of two vehicle non-intersection crash occurred 40 percent of the time.

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 a fatality. Nearly one out of every twenty-two crashes of this type produced a fatality. The only other situation which produced fatalities at anywhere near this ratio was a non-intersection rear end crash. Here the ratio was 1 fatal crash for every eighty-eight accidents.

Motor Vehicles in Crashes

There were 2,665,754 vehicles registered in Minnesota during 1974. Of these, 190,668 were involved in a crash of some type. Passenger cars made up 72.5 percent of the registered vehicles and were 80.8 percent of all vehicles involved in crashes. Trucks accounted for 20.2 percent of the registered vehicles and comprised 12 percent of the total crash vehicles.

Three motor vehicle types stand out as the most hazardous when involved in crashes: a fatality resulted from one in every 20 crashes involving farm equipment; one in every 30 involving snowmobiles; one in every 40 truck tractors with semi trailers. The fourth most hazardous vehicle in 1974 was the motorcycle, with a fatality rate of one per 47 crashes; this rate is lower than that for 1973.

Motor Vehicle Inspection

There were 91,842 cars; 21,869 trucks; 16,439 school buses and 529 motorcycles inspected in 1974. Beginning in 1973 school buses were inspected twice yearly; thus these figures represent two inspections of the same vehicle.

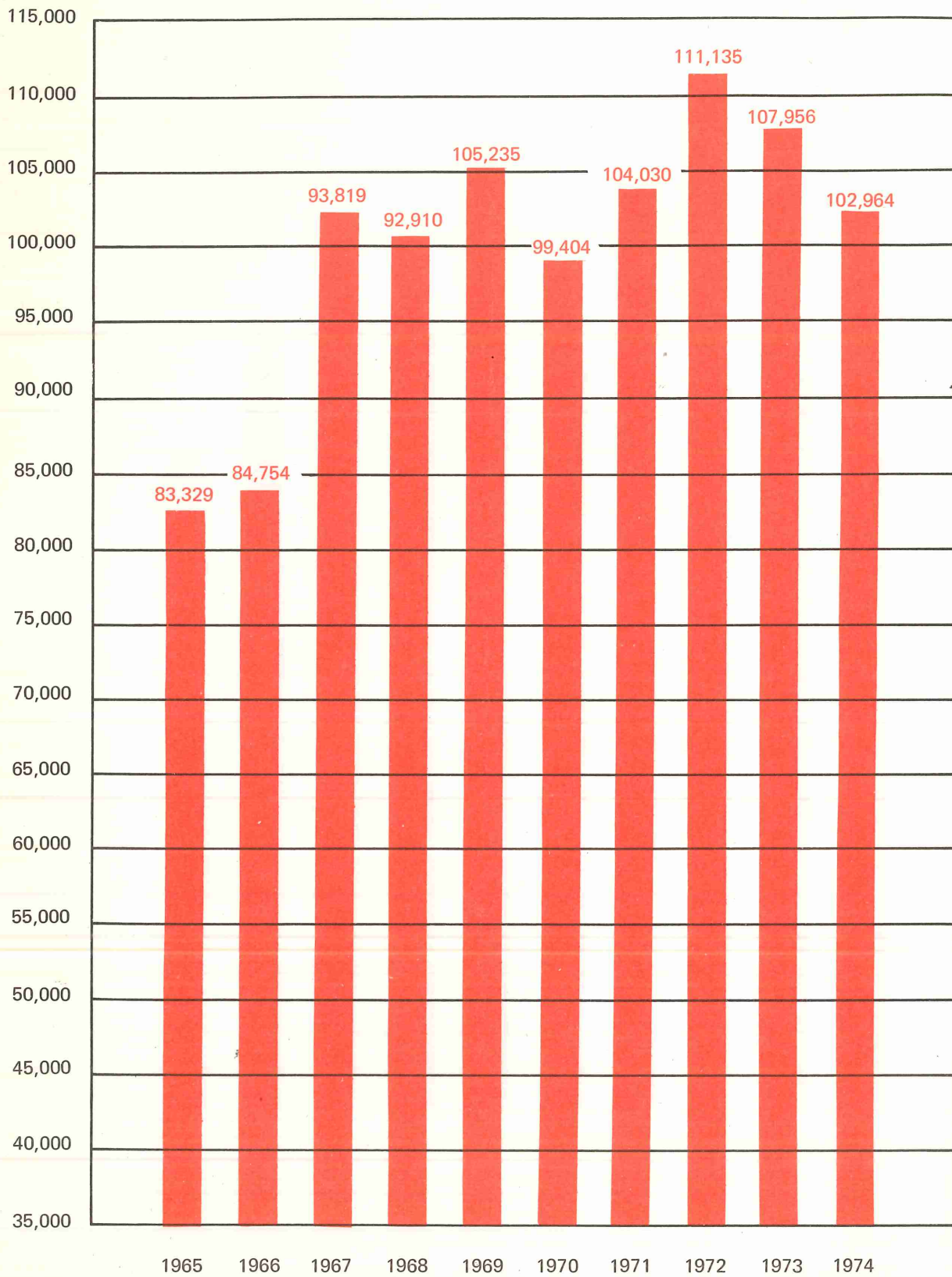
The number of motorcycles inspected during 1974 increased 40 percent; the number of automobiles inspected remained nearly the same; and the number of trucks inspected increased 13 percent. Even with the increase in numbers inspected, motorcycles still maintained the lowest rejection rate ... showing a decrease even from the 1972 figure. Automobiles, trucks and school buses had rejection levels significantly lower than all years since 1969.

Roadway Mileage and Crashes

During 1974, Minnesotans traveled 24.6 billion miles on 128,236 miles of roadway. The trunk highway and interstate systems carried 57 percent of this vehicle mileage, while constituting less than 10 percent of the available travelable roadway. This resulted in some very dense traffic at times, especially in the larger metropolitan areas.

The trunk highway system contributed a slightly higher portion of all accidents (37 percent) than any other road system, and by far the greater portion of all fatal crashes (47.8 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 the 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.

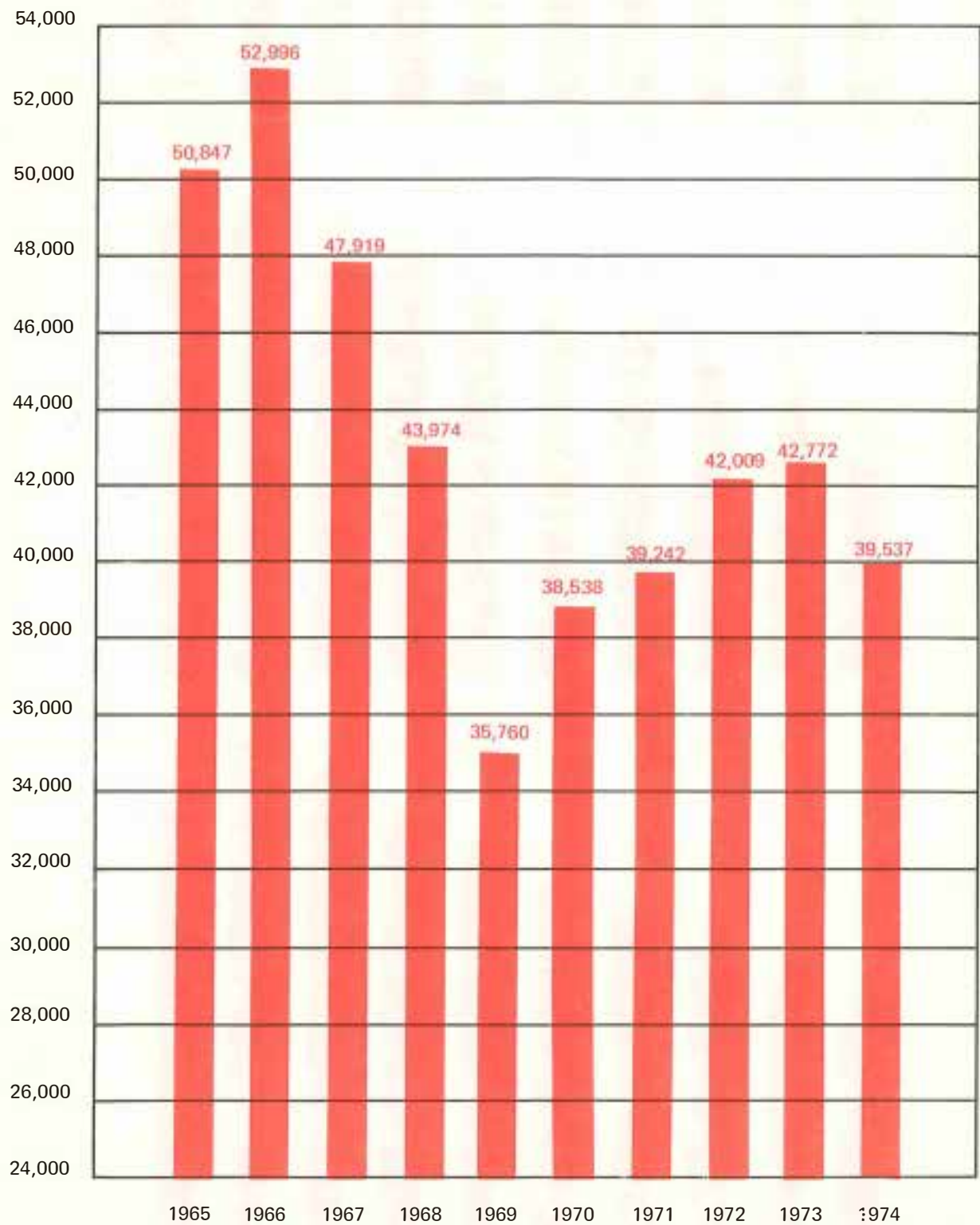
TRAFFIC CRASHES, 1965 - 1974

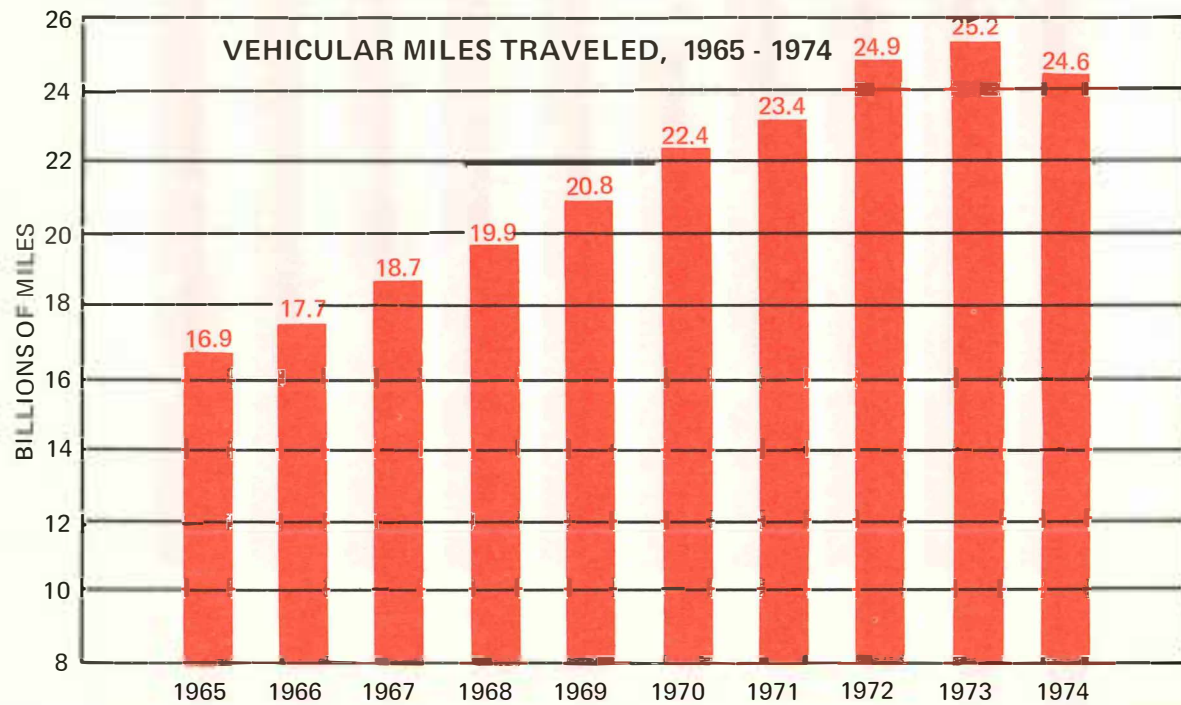
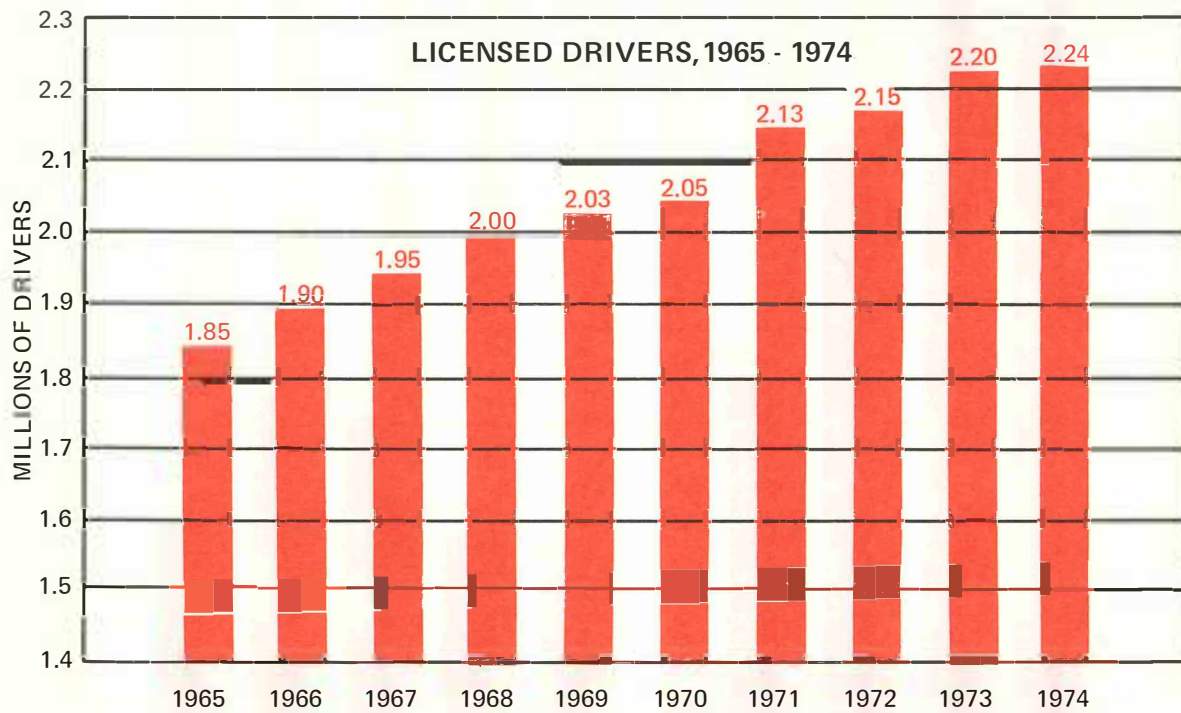
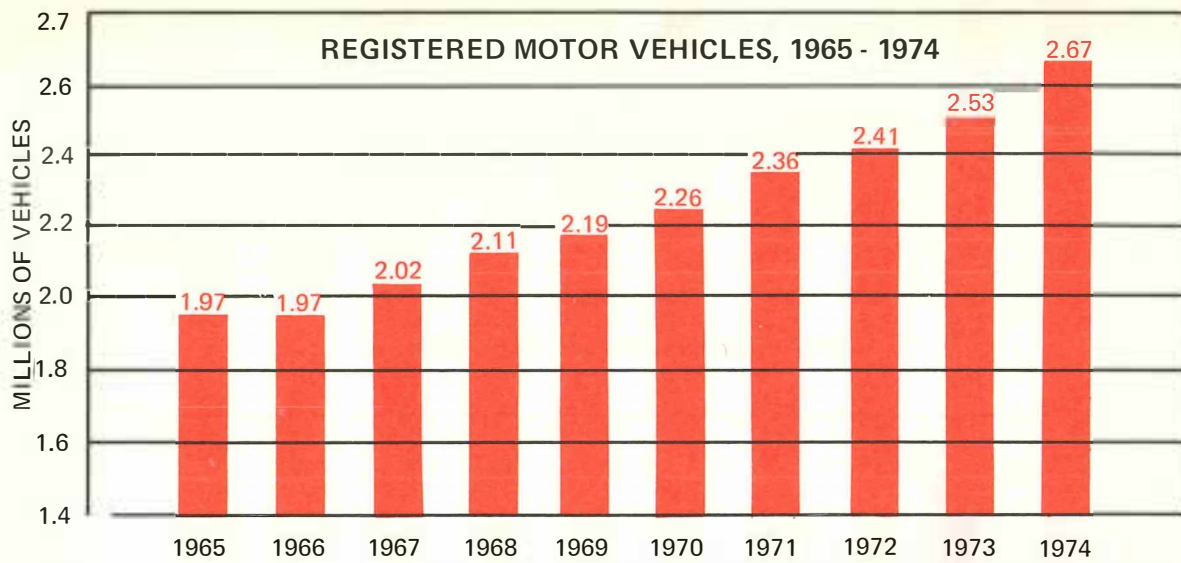


TRAFFIC FATALITIES, 1965 - 1974

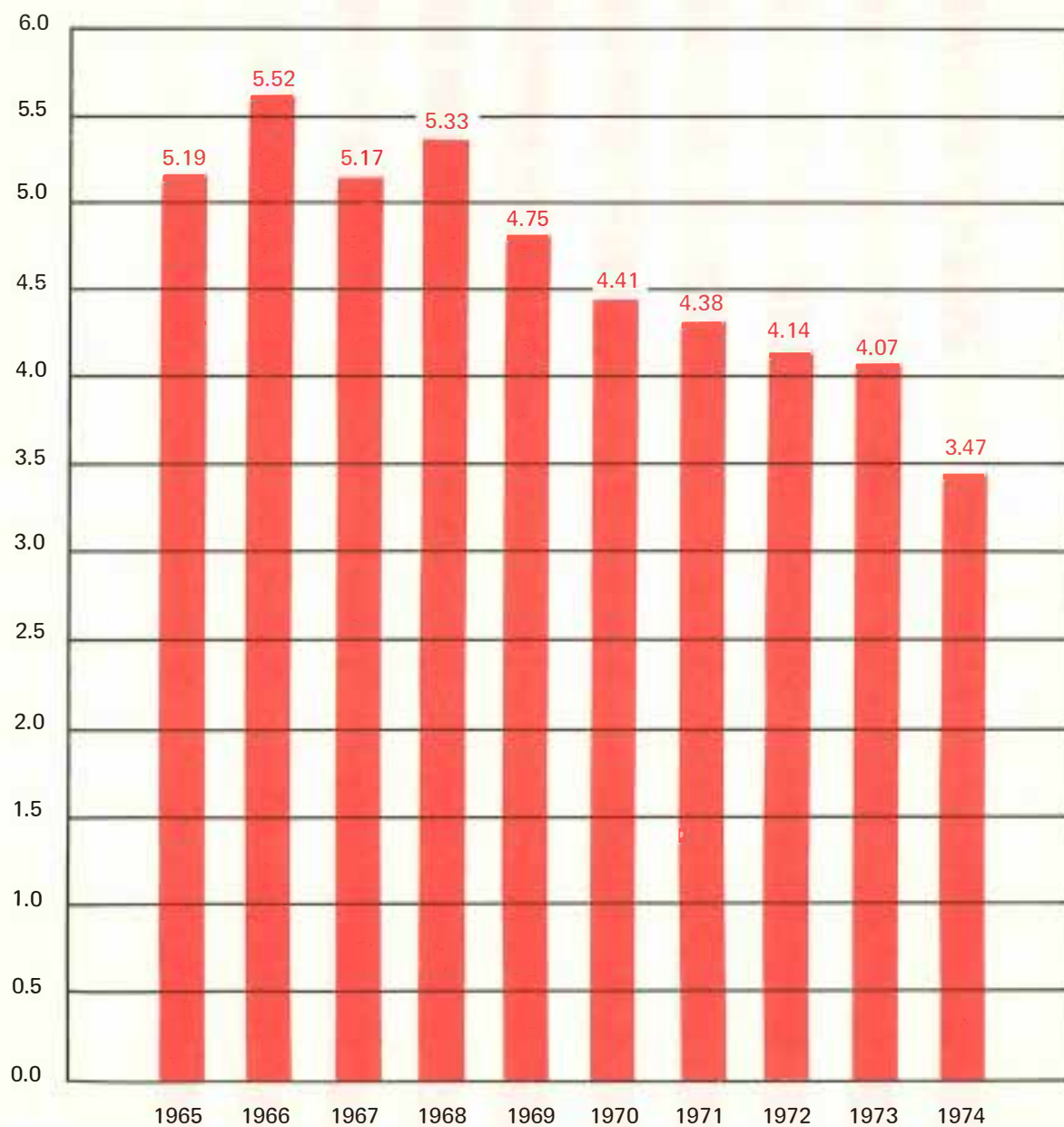


TRAFFIC INJURIES, 1965 - 1974

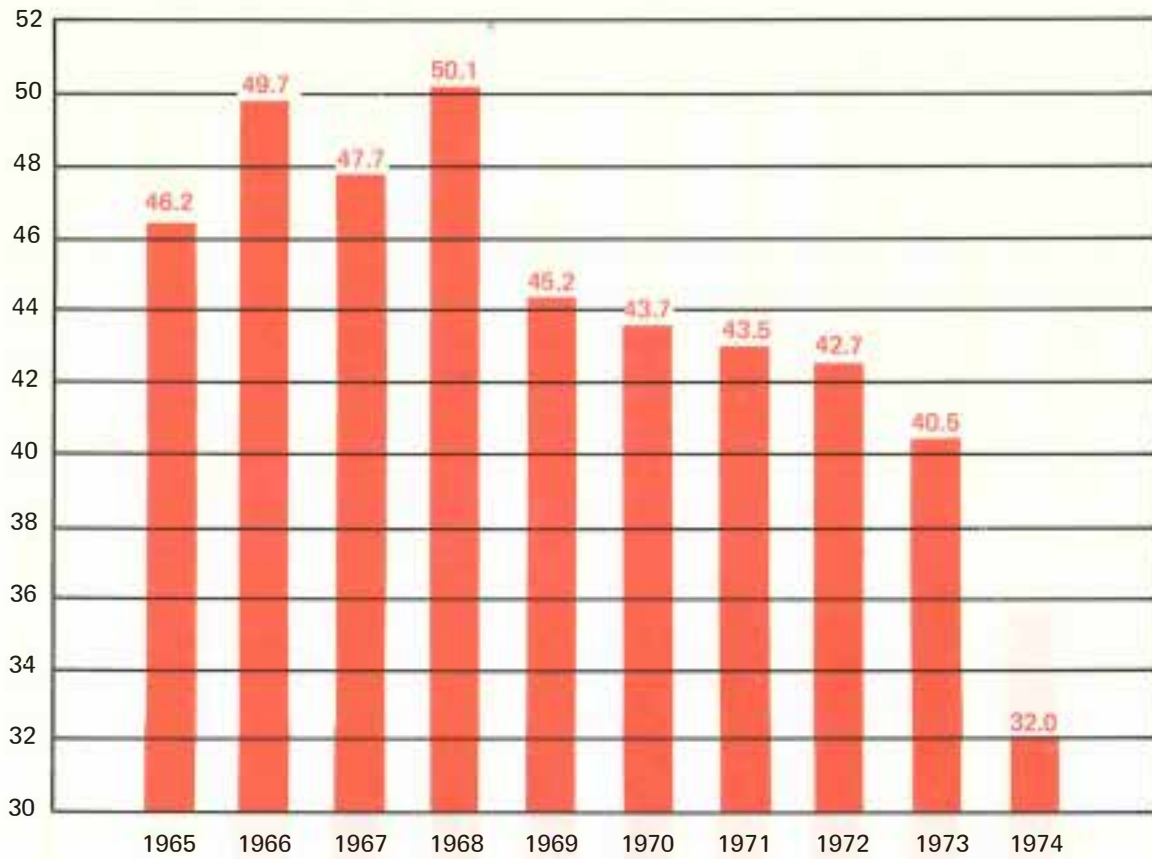




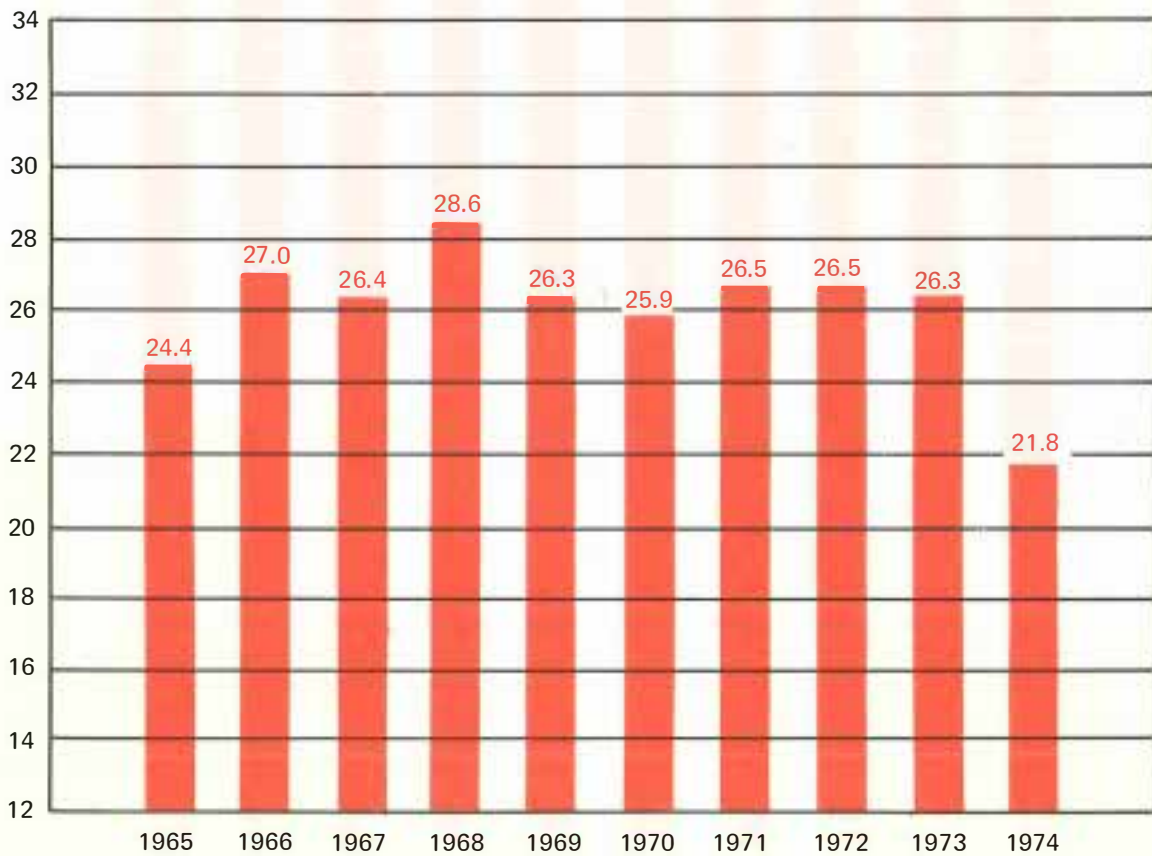
**FATALITY RATE PER HUNDRED MILLION
VEHICLE MILES TRAVELED, 1965 - 1974**

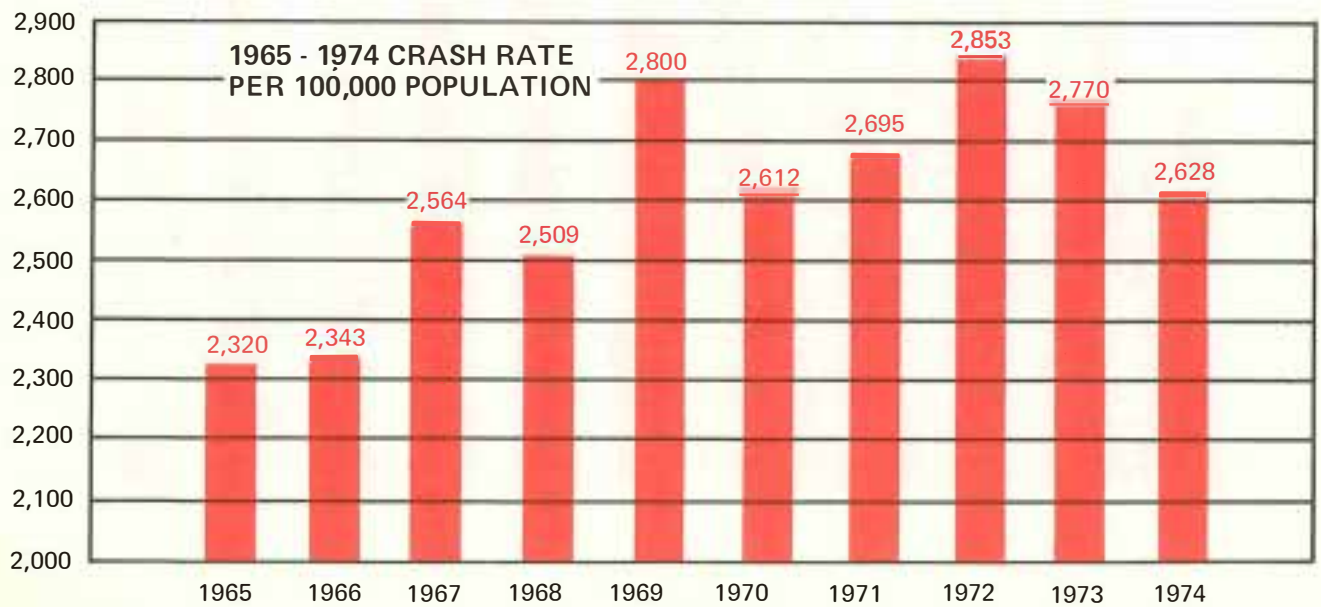
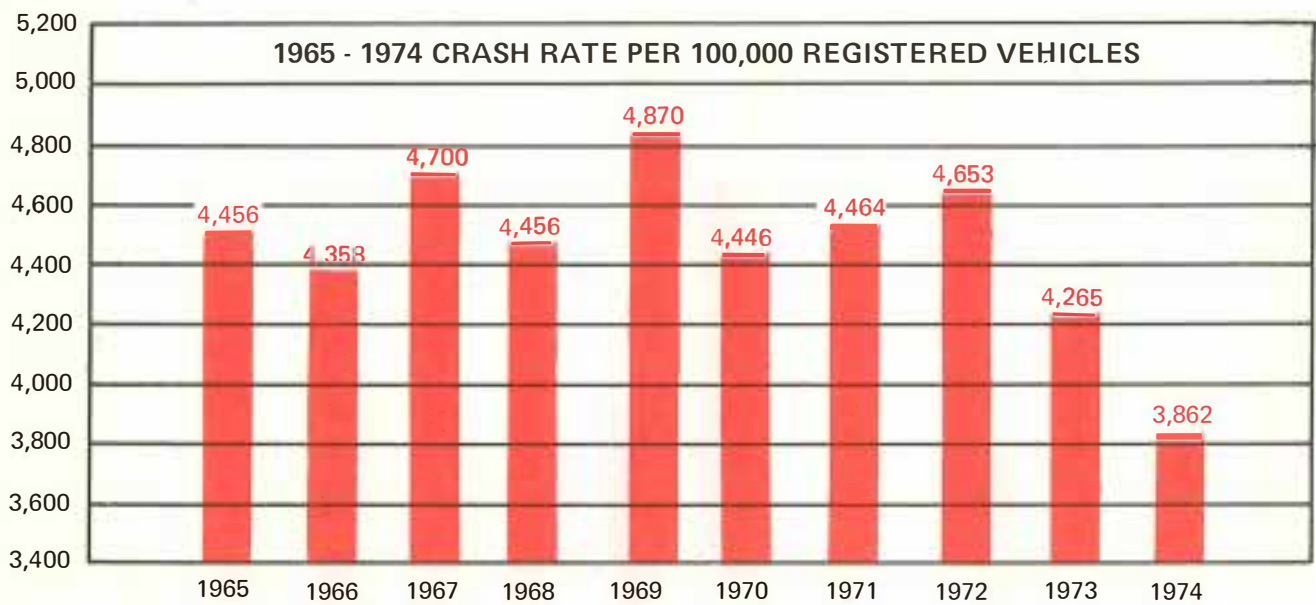
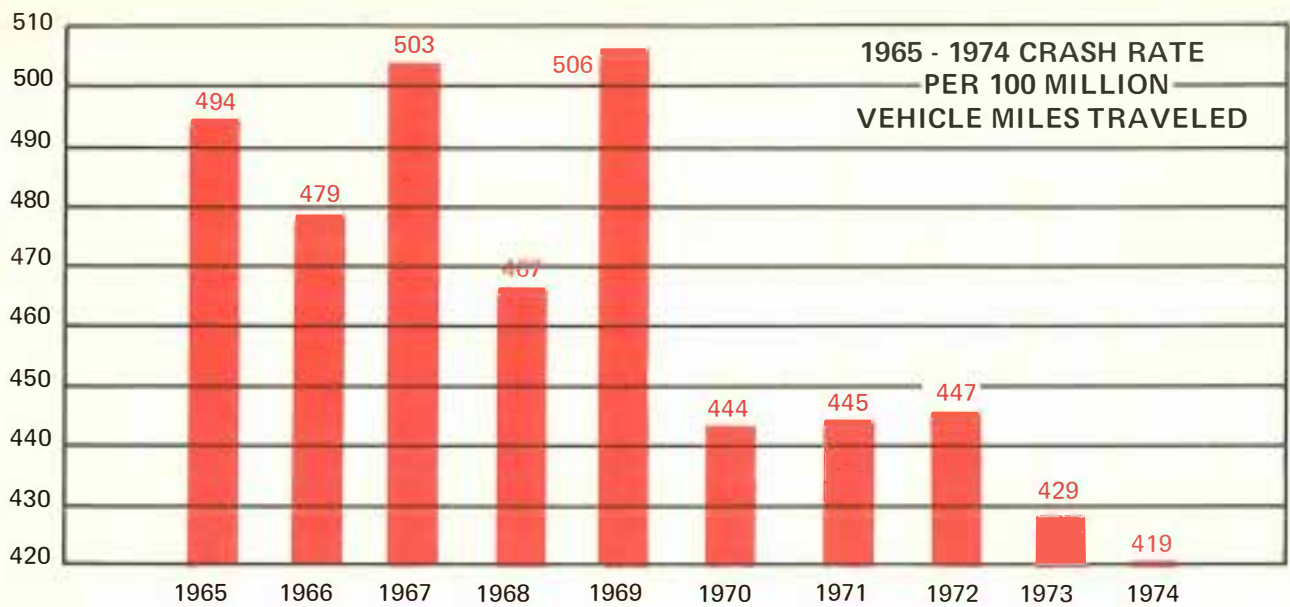


1965 - 1974 FATALITY RATE PER 100,000 REGISTERED VEHICLES



1965 - 1974 FATALITY RATE PER 100,000 POPULATION

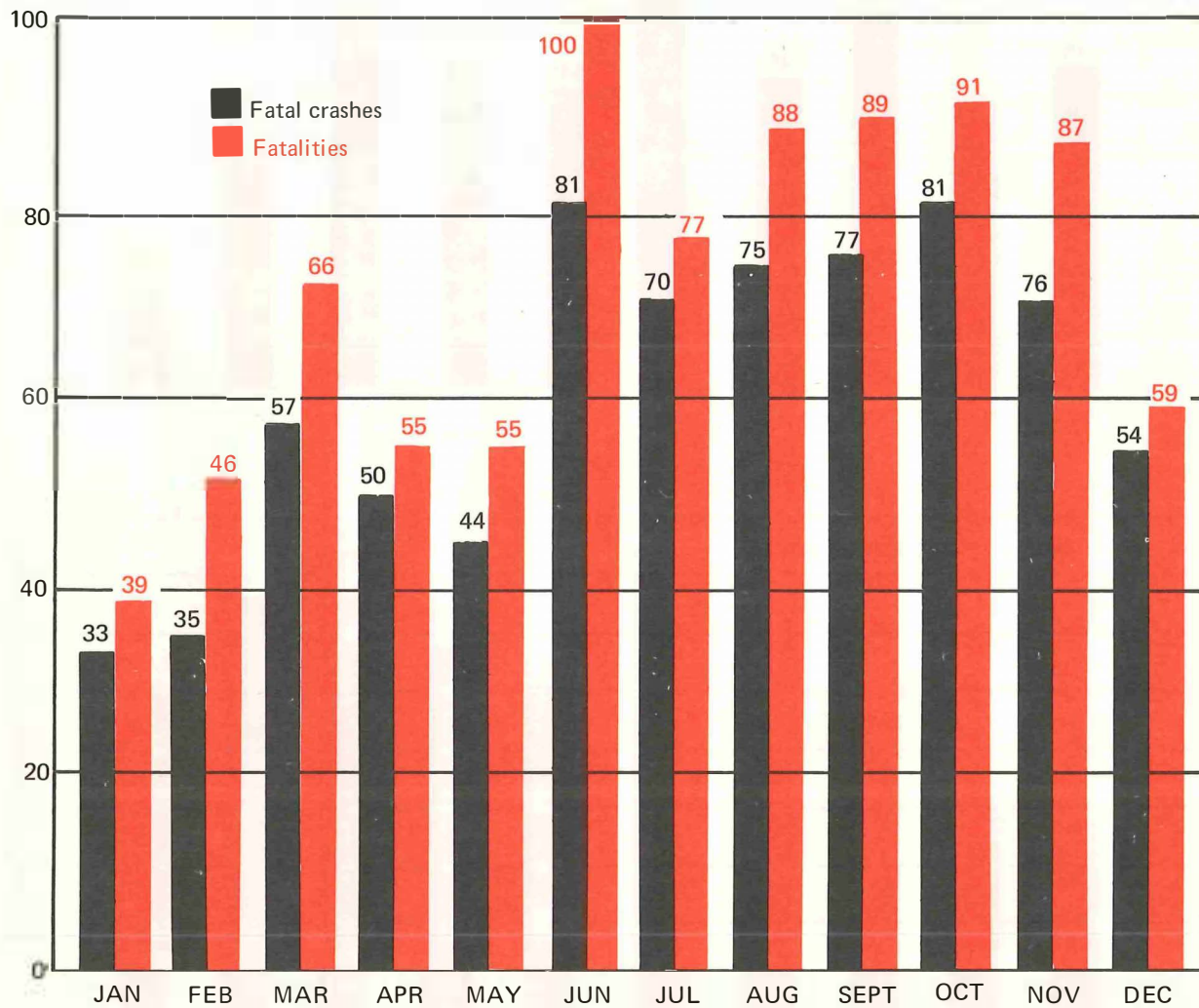


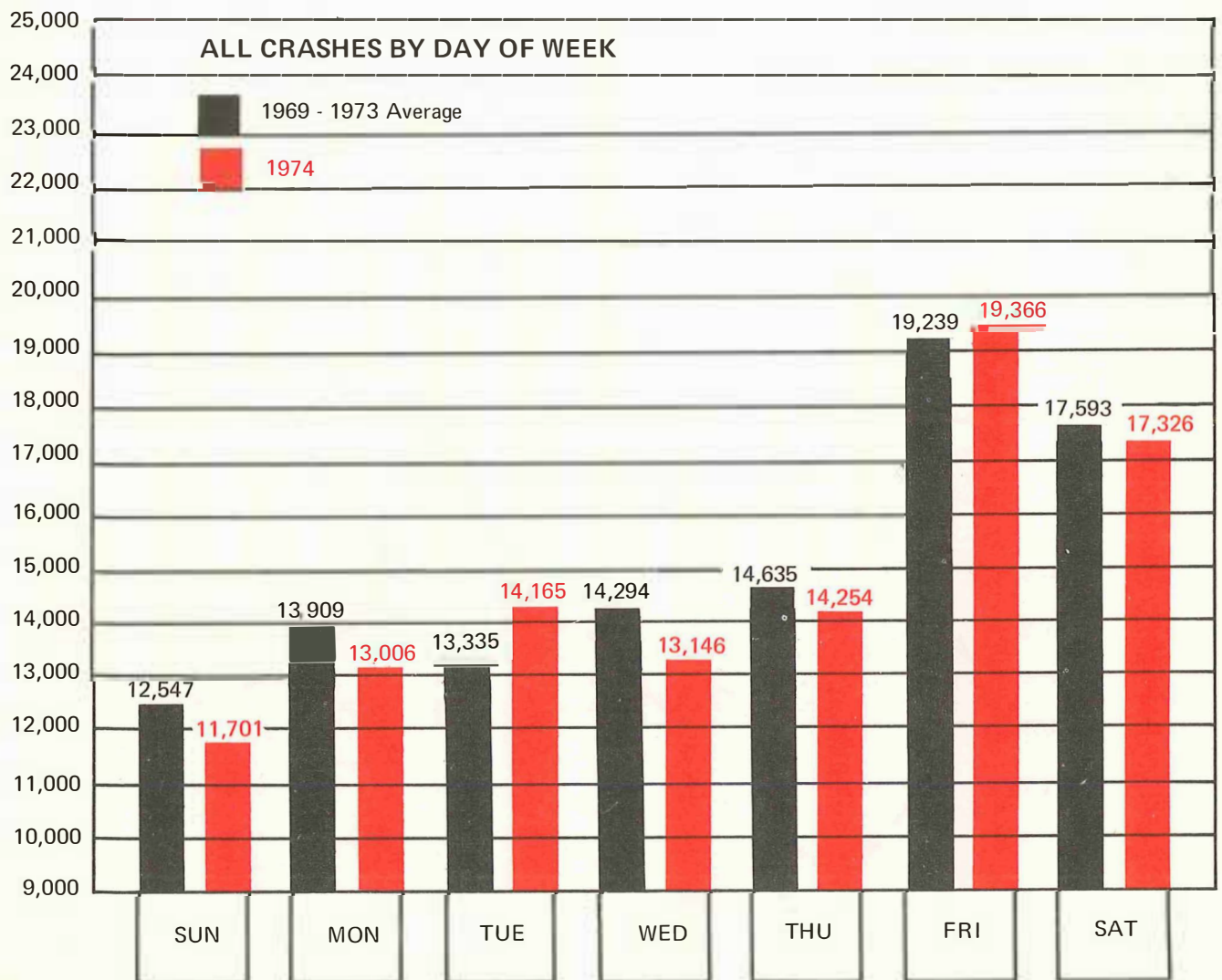
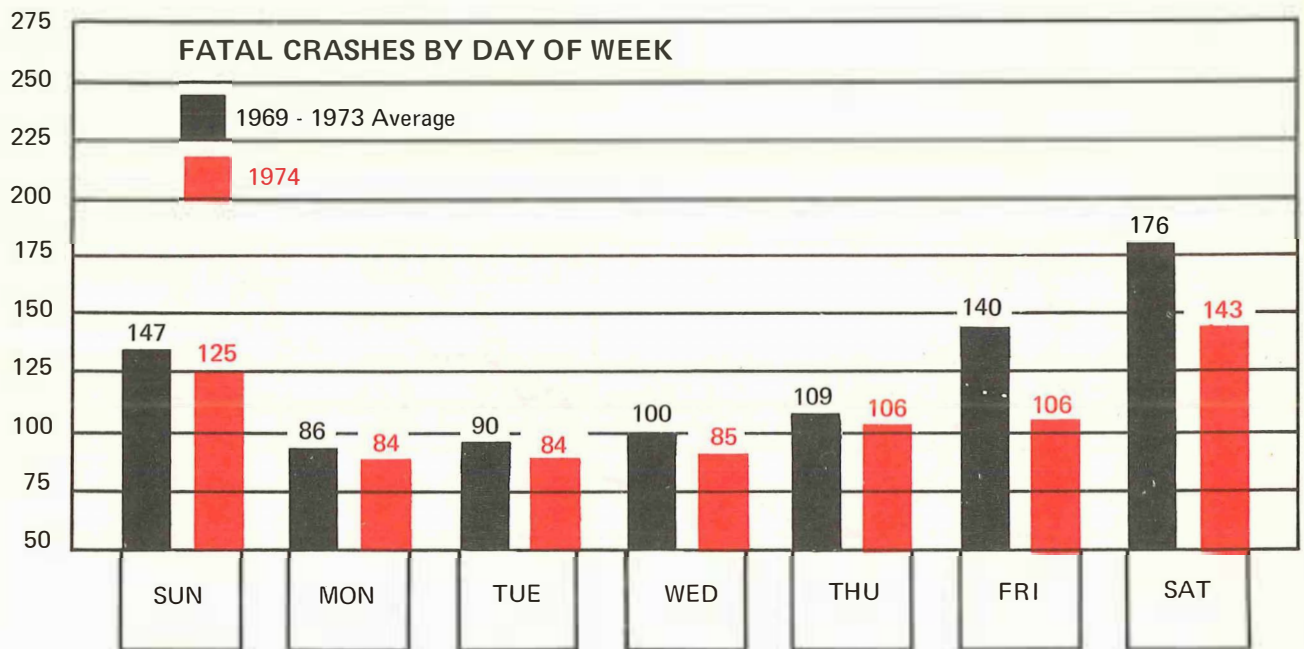


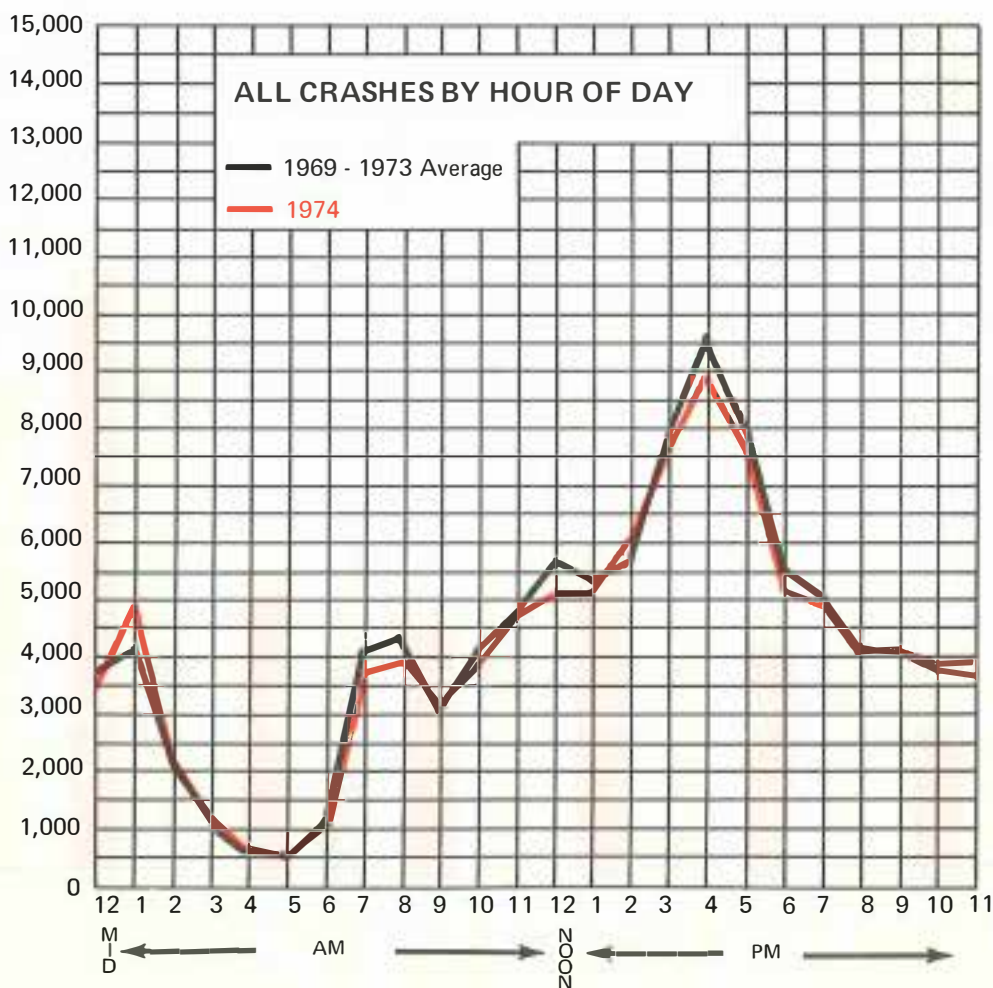
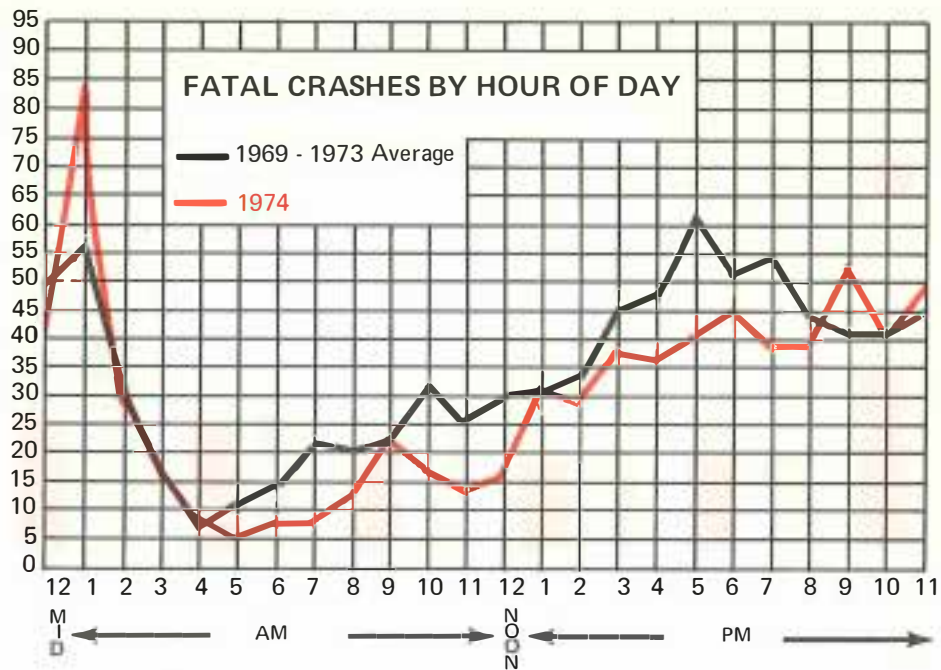
MINNESOTA TRAFFIC TOLL: 1974 VS. AVERAGE OF 1969 - 1973

	1969 - 1973	1974
Deaths	1,011	852
Injuries	39,664	39,537
Crashes	105,552	102,964
Registered Motor Vehicles	2,233,000	2,665,754
Licensed Drivers	2,112,000	2,235,000
Vehicle Miles Traveled (Millions)	23,340	24,588
Fatality Rate per 100 Million Vehicle Miles Traveled	4.35	3.47

1974 FATAL CRASHES AND FATALITIES BY MONTH







ACCIDENT DISTRIBUTION BY DAY OF WEEK AND TIME OF DAY, 1974

HOUR BEGIN	TOTAL ACC.		MONDAY		TUESDAY		WEDNESDAY		THURSDAY		FRIDAY		SATURDAY		SUNDAY	
	ALL	FATAL	ALL	FATAL	ALL	FATAL	ALL	FATAL	ALL	FATAL	ALL	FATAL	ALL	FATAL	ALL	FATAL
Midnite	3,495	41	282	5	331	5	269	3	345	4	511	2	932	13	825	9
1:00 a.m.	4,956	84	226	1	399	10	359	7	474	8	559	8	1,526	25	1,413	25
2:00	2,345	28	102	1	226	1	145	2	206	5	252	2	722	7	692	10
3:00	1,126	16	55		90		61	1	98	3	117	2	312	6	393	4
4:00	679	10	41	1	78		69		62		86		161	3	182	4
5:00	576	5	66	2	61		65		52	1	66		136	1	130	1
6:00	1,262	8	199		200	2	182	1	199	2	239	1	142	2	101	
7:00	3,899	8	724	1	756		695	2	636	1	779	3	195	1	114	
8:00	3,903	13	713	3	740	4	676		655	2	670	2	284	2	165	
9:00	3,351	23	525	2	499	5	459	4	531	2	575	5	480	3	282	2
10:00	3,932	18	561	1	504	3	487	2	574	3	721	3	712	3	373	3
11:00	4,706	13	652	3	626		605	3	657	2	877	3	864	1	425	1
Noon	5,200	16	705	3	738	2	625	3	749	1	938		875	4	570	3
1:00 p.m.	5,218	32	714	9	798	3	667	1	680	3	886	4	903	4	570	8
2:00	6,060	29	853	6	954	2	804	6	848	5	1,058	3	926	5	617	2
3:00	7,584	38	1,087	8	1,137	2	1,121	5	1,081	7	1,512	6	1,031	5	615	5
4:00	8,784	36	1,273	2	1,419	7	1,348	5	1,374	7	1,753	5	956	5	661	5
5:00	7,632	43	1,035	5	1,141	7	1,103	5	1,121	4	1,625	8	977	7	630	7
6:00	5,295	45	651	4	720	7	678	5	702	6	1,099	6	853	8	592	9
7:00	4,976	38	579	4	635	6	613	4	722	12	1,088	5	822	4	517	3
8:00	4,073	38	479	5	486	4	499	4	572	8	825	9	745	3	467	5
9:00	4,159	52	503	7	529	1	487	7	605	9	861	9	738	11	436	8
10:00	3,913	41	427	2	461	5	481	7	508	7	899	5	776	9	361	6
11:00	3,890	48	341	7	382	6	428	6	543	3	1,028	12	882	10	286	4
Not stated	1,950	10	213	2	255	2	220	2	260	1	342	1	376	1	284	1
Total Accidents	102,964	733	13,006	84	14,165	84	13,146	85	14,254	106	19,366	106	17,326	143	11,701	125

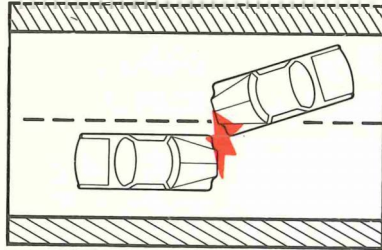
TYPE OF CRASH

COLLISION WITH:

MOTOR VEHICLE IN TRAFFIC

Average
1969-1973

1974



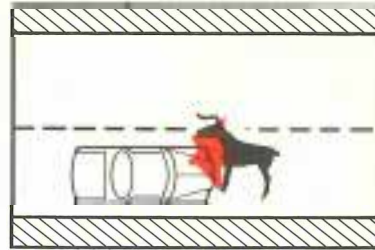
Crashes 73,712
Killed 504
Injured 27,147

68,159
394
25,752

ANIMAL

Average
1969-1973

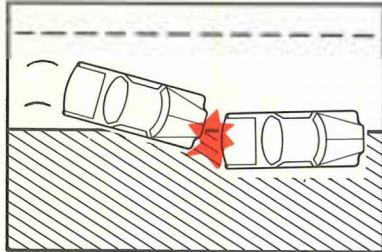
1974



Crashes 1,408
Killed 3
Injured 177

1,635
3
173

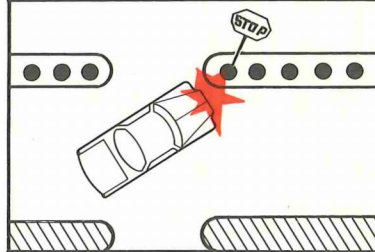
PARKED MOTOR VEHICLE



Crashes 11,117
Killed 13
Injured 1,491

11,850
6
1,506

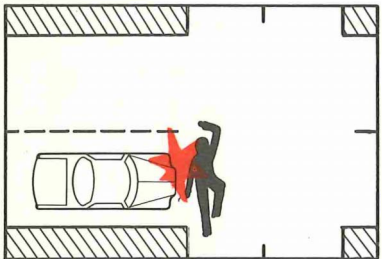
FIXED OBJECT



Crashes 3,803
Killed 42
Injured 1,309

3,062
29
1,167

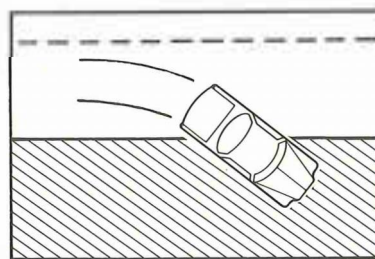
PEDESTRIAN



Crashes 1,942
Killed 136
Injured 1,827

1,750
99
1,785

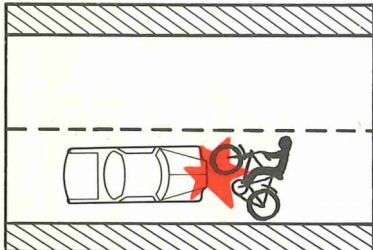
RAN OFF ROAD



Crashes 11,333
Killed 235
Injured 6,089

13,813
260
7,073

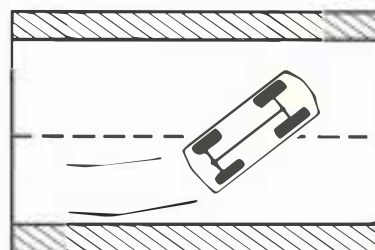
BICYCLE



Crashes 945
Killed 17
Injured 940

1,350
16
1,305

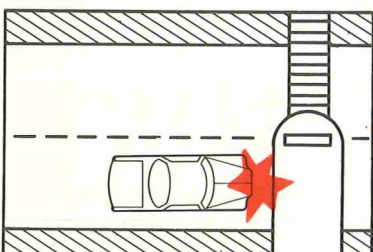
OVERTURNED ON ROADWAY



Crashes 509
Killed 9
Injured 366

612
7
455

TRAIN



Crashes 316
Killed 42
Injured 165

249
29
120

OTHER



Crashes 488
Killed 8
Injured 192

484
9
201

FATALITIES AND INJURIES BY TYPE OF MOTOR VEHICLE CRASH IN MINNESOTA IN 1974*

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	13,813	233	4,993	8,587	260	7,073	3,759	2,057	1,257	18.8
Overturned on the road	612	7	374	231	7	455	243	144	68	11.4
Vehicle collided with:										
Pedestrian	1,750	99	1,630	21	99	1,785	917	452	416	56.6
Motor vehicle in traffic	68,159	305	15,302	52,552	394	25,752	7,990	5,579	12,183	5.8
Parked motor vehicle	11,850	6	1,250	10,594	6	1,506	712	405	389	0.5
Railroad train	249	26	84	139	29	120	71	23	26	116.5
Bicyclist	1,350	16	1,219	115	16	1,305	606	460	239	11.9
Animal	1,635	3	136	1,496	3	173	77	56	40	1.8
Fixed Object	3,062	29	883	2,150	29	1,167	619	322	226	9.5
Other Object	212		42	170		60	28	16	16	0.0
Other Non-collision	272	9	123	140	9	141	92	34	15	33.1
TOTALS:	102,964	733	26,036	76,195	852	39,537	15,114	9,548	14,875	8.3

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

** Injury type A - Visible signs of injury, bleeding wound, distorted member

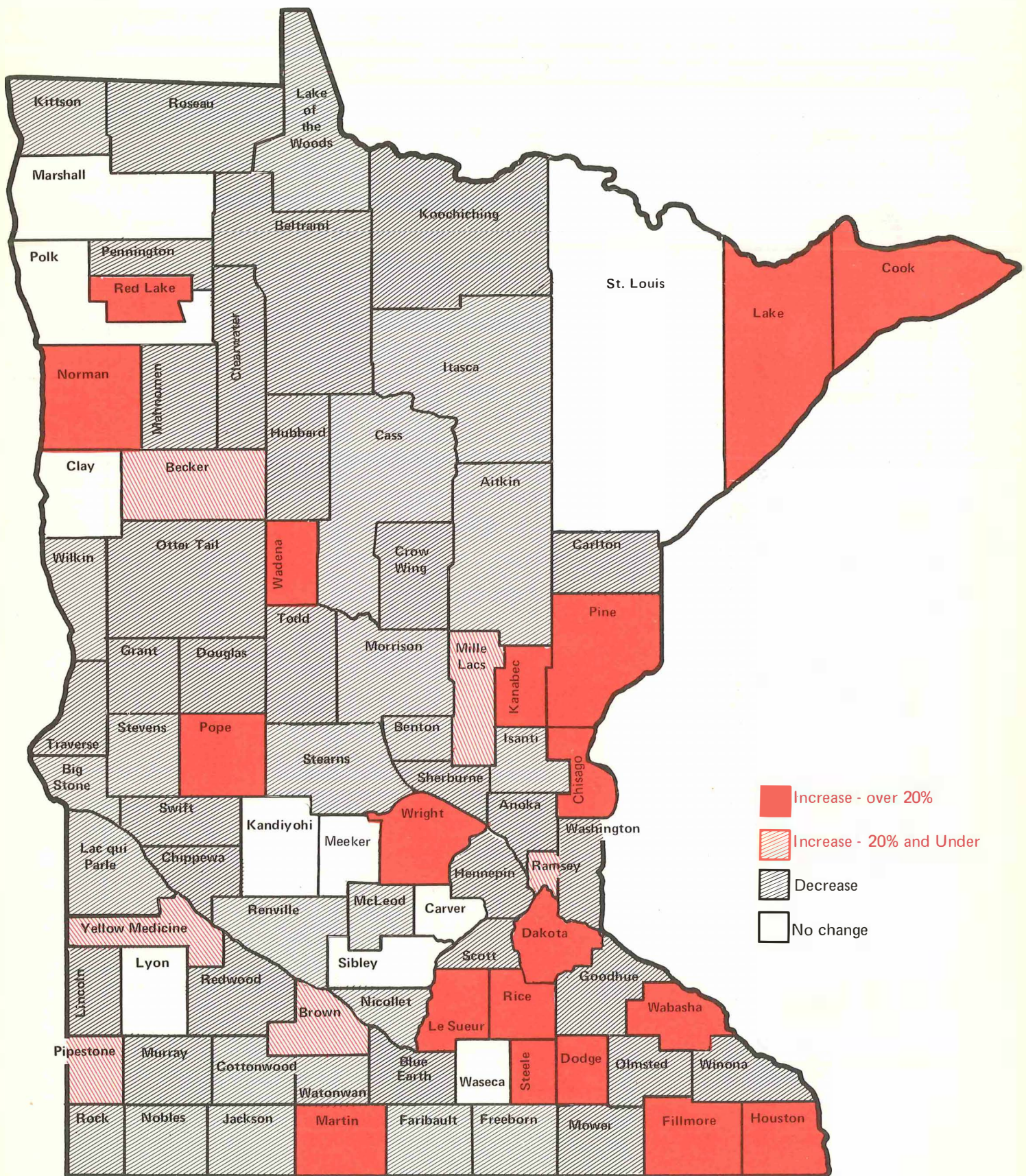
B - Other visible injury, such as bruises, abrasions, swelling

C - No visible injury, but complaint of pain or momentary unconsciousness



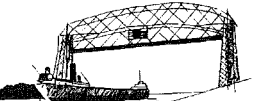


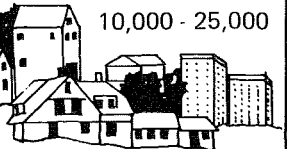

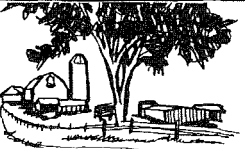
CRASHES, KILLED, AND INJURED BY COUNTY FOR 1974 AND THE AVERAGE OF 1969 - 1973

COUNTY	ALL CRASHES		KILLED		INJURED		COUNTY	ALL CRASHES		KILLED		INJURED	
	Avg. 1969-73	1974	Avg. 1969-73	1974	Avg. 1969-73	1974		Avg. 1969-73	1974	Avg. 1969-73	1974	Avg. 1969-73	1974
Aitkin	242	220	7	6	108	106	Marshall	163	181	6	6	76	85
Anoka	3,650	3,741	37	25	1,871	1,754	Martin	592	622	8	11	254	255
Becker	487	484	11	13	225	191	Meeker	399	388	7	7	144	105
Beltrami	591	611	11	4	205	231	Mille Lacs	352	349	8	9	146	199
Benton	573	607	11	8	298	279	Morrison	654	656	16	12	297	271
Big Stone	144	169	3	0	57	41	Mower	1,096	954	11	4	425	349
Blue Earth	2,023	1,831	19	7	735	612	Murray	161	188	4	3	65	59
Brown	874	736	9	10	273	251	Nicollet	585	540	9	2	225	205
Carlton	581	559	12	5	224	215	Nobles	529	525	7	4	168	137
Carver	634	748	15	15	300	388	Norman	124	91	3	4	52	34
Cass	335	303	15	7	157	137	Olmsted	2,380	2,425	18	12	927	926
Chippewa	287	312	6	2	84	101	Otter Tail	850	844	17	15	335	342
Chisago	370	409	9	11	175	182	Pennington	378	354	2	1	136	104
Clay	1,553	1,352	11	11	382	321	Pine	311	281	10	15	126	112
Clearwater	106	115	5	3	45	49	Pipestone	232	233	6	7	87	81
Cook	101	106	3	5	39	60	Polk	772	851	15	15	297	345
Cottonwood	283	266	6	4	102	86	Pope	155	167	4	6	63	62
Crow Wing	1,015	1,038	11	9	365	425	Ramsey	17,027	16,424	58	64	5,767	5,824
Dakota	3,480	3,907	31	41	1,401	1,778	Red Lake	75	80	1	2	32	33
Dodge	208	221	5	9	103	85	Redwood	318	339	5	3	147	149
Douglas	564	550	7	6	219	189	Renville	351	387	11	7	141	162
Faribault	357	332	7	6	146	143	Rice	1,105	1,065	12	15	397	436
Fillmore	380	410	7	12	131	145	Rock	214	207	4	3	71	57
Freeborn	988	972	9	7	395	351	Roseau	144	156	5	1	57	36
Goodhue	892	866	14	4	347	319	St. Louis	5,486	5,187	63	63	1,756	1,926
Grant	91	97	3	1	42	75	Scott	822	855	18	13	394	380
Hennepin	33,472	30,840	119	90	12,068	11,616	Sherburne	577	437	17	12	263	194
Houston	335	314	4	7	140	131	Sibley	259	257	5	5	114	110
Hubbard	227	253	6	4	118	93	Stearns	2,689	2,775	32	29	1,079	1,142
Isanti	272	296	9	8	138	151	Steele	743	775	7	10	265	270
Itasca	738	712	14	4	300	308	Stevens	187	200	2	1	68	91
Jackson	319	315	7	3	129	111	Swift	243	264	6	2	92	90
Kanabec	180	150	5	7	97	76	Todd	307	374	10	3	131	167
Kandiyohi	811	1,021	11	11	285	345	Traverse	84	70	3	1	32	24
Kittson	103	115	2	0	46	41	Wabasha	374	410	7	10	162	158
Koochiching	371	357	7	1	170	164	Wadena	226	221	2	4	66	91
Lac qui Parle	164	195	6	2	69	76	Waseca	334	370	4	4	124	145
Lake	288	315	3	7	115	123	Washington	1,781	1,840	22	20	819	795
Lake of the Woods	55	50	2	0	27	16	Watsonwan	322	331	9	5	122	125
Le Sueur	406	436	7	11	153	153	Wilkin	357	225	5	3	69	75
Lincoln	107	103	3	0	53	43	Winona	1,196	1,203	17	10	297	388
Lyon	510	537	8	8	188	215	Wright	2,676	866	18	22	431	467
McLeod	605	692	13	5	209	250	Yellow Medicine	207	259	5	6	81	92
Mahnomen	72	75	4	2	31	13	TOTALS	107,661	102,964	1,013	852	39,565	39,537

1974 FATALITIES BY COUNTY COMPARED WITH 1969-1973 AVERAGE



LOCATION OF CRASHES BY POPULATION, 1974

	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES	KILLED	INJURED
 MINNEAPOLIS (434,400)	16,991	36	3,909	13,046	37	6,040
 ST. PAUL (309,866)	12,276	31	2,938	9,307	36	4,088
 DULUTH (105,578)	2,715	10	593	2,112	12	885
 BLOOMINGTON (81,970)	2,239	3	599	1,637	3	858
25,000 - 50,000 	16,461	47	4,102	12,312	49	5,967
10,000 - 25,000 	15,480	53	3,923	11,504	59	5,726
2,500 - 10,000 	12,008	60	2,731	9,217	75	3,940
 RURAL (Under 2,500)	24,794	493	7,241	17,060	581	12,033

**1974
COUNTY CRASH REPORT**

COUNTY	ALL CRASHES	FATAL CRASHES	NUMBER KILLED	PERSONAL INJURY CRASHES	NUMBER INJURED	PROPERTY DAMAGE CRASHES
Aitkin	220	6	6	62	106	152
Anoka	3,741	23	25	1,166	1,754	2,552
Becker	484	11	13	113	191	360
Beltrami	611	4	4	153	231	454
Benton	607	7	8	181	279	419
Big Stone	169	0	0	30	41	139
Blue Earth	1,831	7	7	429	612	1,395
Brown	736	9	10	164	251	563
Carlton	559	5	5	145	215	409
Carver	748	10	15	234	388	504
Cass	303	7	7	88	137	208
Chippewa	312	2	2	67	101	243
Chisago	409	9	11	109	182	291
Clay	1,352	9	11	200	321	1,143
Clearwater	115	3	3	31	49	81
Cook	106	4	5	32	60	70
Cottonwood	266	4	4	54	86	208
Crow Wing	1,038	9	9	283	425	746
Dakota	3,907	38	41	1,130	1,778	2,739
Dodge	221	7	9	49	85	165
Douglas	550	5	6	130	189	415
Faribault	332	5	6	94	143	233
Fillmore	410	10	12	97	145	303
Freeborn	972	7	7	250	351	715
Goodhue	866	4	4	208	319	654
Grant	97	1	1	42	75	54
Hennepin	30,840	84	90	7,648	11,616	23,108
Houston	314	7	7	81	131	226
Hubbard	253	3	4	54	93	196
Isanti	296	6	8	84	151	206
Itasca	712	4	4	201	308	507
Jackson	315	3	3	79	111	233
Kanabec	150	5	7	46	76	99
Kandiyohi	1,021	9	11	233	345	779
Kittson	115	0	0	30	41	85
Koochiching	357	1	1	103	164	253
Lac Qui Parle	195	2	2	46	76	147
Lake	315	7	7	78	123	230
Lake of the Woods	50	0	0	11	16	39
Le Sueur	436	9	11	88	153	339
Lincoln	103	0	0	27	43	76
Lyon	537	5	8	136	215	396
McLeod	692	5	5	165	250	522
Mahnomen	75	2	2	11	13	62
Marshall	181	5	6	53	85	123
Martin	622	6	11	161	255	455
Meeker	388	5	7	74	105	309
Mille Lacs	349	9	9	116	199	224
Morrison	656	11	12	185	271	460
Mower	954	4	4	232	349	718
Murray	188	3	3	43	59	142

COUNTY	ALL CRASHES	FATAL CRASHES	NUMBER KILLED	PERSONAL INJURY CRASHES	NUMBER INJURED	PROPERTY DAMAGE CRASHES
Nicollet	540	2	2	134	205	404
Nobles	525	4	4	100	137	421
Norman	91	4	4	23	34	64
Olmsted	2,425	12	12	624	926	1,789
Otter Tail	844	13	15	232	342	599
Pennington	354	1	1	84	104	269
Pine	281	10	15	72	112	199
Pipestone	233	7	7	46	81	180
Polk	851	14	15	209	345	628
Pope	167	6	6	35	62	126
Ramsey	16,424	52	64	4,122	5,824	12,250
Red Lake	80	2	2	26	33	52
Redwood	339	3	3	94	149	242
Renville	387	6	7	96	162	285
Rice	1,065	12	15	262	436	791
Rock	207	3	3	45	57	159
Roseau	156	1	1	28	36	127
St. Louis	5,187	49	63	1,230	1,926	3,908
Scott	855	8	13	220	380	627
Sherburne	437	9	12	124	194	304
Sibley	257	5	5	70	110	182
Stearns	2,775	26	29	734	1,142	2,015
Steele	775	7	10	173	270	595
Stevens	200	1	1	59	91	140
Swift	264	2	2	66	90	196
Todd	374	3	3	102	167	269
Traverse	70	1	1	15	24	54
Wabasha	410	8	10	96	158	306
Wadena	221	4	4	48	91	169
Waseca	370	3	4	87	145	280
Washington	1,840	19	20	529	795	1,292
Watonwan	331	4	5	78	125	249
Wilkin	225	3	3	49	75	173
Winona	1,203	8	10	263	388	932
Wright	866	15	22	280	467	571
Yellow Medicine	259	5	6	55	92	199
Total	102,964	733	852	26,036	39,537	76,195

1974
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	16,991	36	37	3,909	6,040	13,046
St. Paul	12,276	31	36	2,938	4,088	9,307
Duluth	2,715	10	12	593	885	2,112
B. Pop. 20,000 - 99,999						
Austin	688	1	1	158	216	529
Bloomington	2,239	3	3	599	858	1,637
Brooklyn Center	847	5	5	234	370	608
Brooklyn Park	561	2	2	169	266	390
Columbia Heights	540	1	1	126	178	413
Coon Rapids	639	4	5	210	305	425
Crystal	508	4	4	120	181	384
Edina	1,058	2	2	248	339	808
Fridley	852	3	3	271	424	578
Golden Valley	968	2	2	284	421	682
Mankato	1,405	3	3	306	428	1,096
Maplewood	716	6	6	234	343	476
Minnetonka	720	3	3	200	307	517
Moorhead	1,062	1	1	150	204	911
Richfield	1,253	2	2	331	472	920
Rochester	1,886	2	2	441	618	1,443
Roseville	966	2	3	219	322	745
St. Cloud	1,849	4	4	455	666	1,390
St. Louis Park	1,389	1	1	359	497	1,029
South St. Paul	587	1	1	144	219	442
White Bear Lake	509	1	3	182	270	326
Winona	750	3	3	155	225	592
C. Pop. 10,000 - 19,999						
Albert Lea	688	1	1	150	190	537
Anoka	479	1	1	126	185	352
Bemidji	372	1	1	78	105	293
Blaine	471	4	5	158	230	309
Brainerd	476	1	1	107	158	368
Burnsville	606	6	6	152	253	448
Cottage Grove	227	6	6	58	94	163
Eagan	269	1	1	92	144	176
Faribault	562	0	0	129	188	433
Fairmont	356	1	2	86	119	269
Fergus Falls	325	0	0	68	89	257
Hastings	357	2	2	81	125	274
Hibbing	470	1	1	118	174	351
Hopkins	639	1	1	160	224	478
Inver Grove Heights	355	3	4	126	200	226
New Brighton	354	0	0	105	165	249
New Hope	338	1	1	102	151	235
New Ulm	429	3	3	91	121	335
Northfield	181	1	1	26	40	154
North St. Paul	211	1	2	62	77	148
Owatonna	482	0	0	96	129	386
Plymouth	492	3	3	150	228	339
Red Wing	416	1	1	89	122	326
Robbinsdale	499	0	0	108	168	391
Shoreview	214	2	2	49	64	163
Stillwater	271	0	0	79	105	192
Virginia	421	3	3	72	112	346
West St. Paul	553	2	2	171	262	380

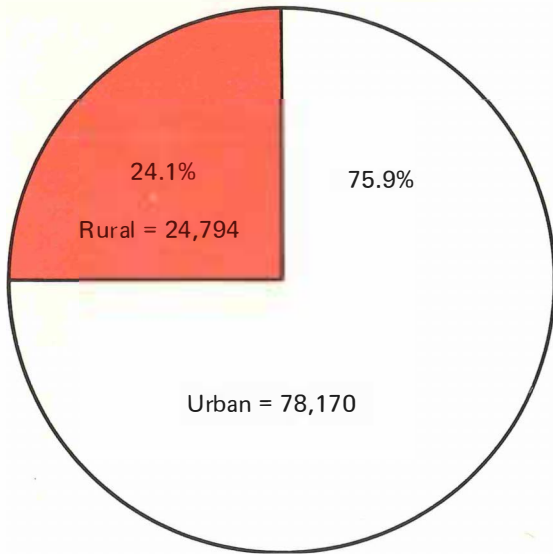
*Population figures are from the U.S. 1970 census.

CITY GROUP	ALL CRASHES	FATAL CRASHES	NUMBER KILLED	PERSONAL INJURY CRASHES	NUMBER INJURED	PROPERTY DAMAGE CRASHES
Willmar	675	1	1	140	200	534
D. Pop. 5,000 - 9,000						
Alexandria	316	1	1	66	84	249
Apple Valley	145	4	4	51	89	90
Chisholm	69	0	0	6	6	63
Cloquet	242	1	1	45	56	196
Crookston	263	0	0	52	68	211
Detroit Lakes	201	3	3	41	57	157
East Grand Forks	261	1	1	57	81	203
Eden Prairie	240	4	4	91	152	145
Ely	90	0	0	7	7	83
Eveleth	58	1	2	5	7	52
Falcon Heights	125	0	0	21	32	104
Grand Rapids	274	0	0	49	64	225
Hutchinson	271	0	0	23	41	83
International Falls	217	1	1	47	80	169
Litchfield	132	0	0	18	25	114
Little Falls	287	1	1	65	85	221
Maple Grove	160	1	1	50	88	109
Marshall	254	1	1	61	87	192
Mendota Heights	260	3	3	81	126	176
Montevideo	161	1	1	25	30	135
Mound	129	0	0	33	56	96
Mounds View	230	1	1	80	133	149
New Prague	64	0	0	10	11	54
North Mankato	163	0	0	37	51	126
Orono	176	1	1	58	78	117
Pipestone	109	1	1	14	22	94
St. Anthony	203	0	0	53	72	150
St. Paul Park	92	0	0	24	30	68
St. Peter	181	0	0	44	60	137
Sauk Rapids	123	1	1	34	45	88
Shakopee	258	1	3	53	91	204
Spring Lake Park	2	0	0	0	0	2
Thief River Falls	292	0	0	67	84	225
Waseca	170	1	1	26	39	143
Worthington	323	1	1	60	80	262
E. Pop. 2,500 - 4,999						
Arden Hills	184	2	4	51	66	131
Aurora	45	0	0	11	13	34
Babbitt	26	0	0	4	4	22
Bayport	45	0	0	13	17	32
Benson	90	0	0	17	22	73
Blue Earth	76	0	0	13	17	63
Breckenridge	131	1	1	20	23	110
Buffalo	68	1	1	13	21	54
Caledonia	36	0	0	7	10	29
Cambridge	111	1	2	26	36	84
Chanhassen	189	3	6	66	134	120
Chaska	115	0	0	32	36	83
Circle Pines	39	1	1	13	22	25
Deephaven	41	0	0	12	15	29
East Bethel	38	0	0	17	20	21
East Granite Falls	9	0	0	5	8	4
Excelsior	84	0	0	15	22	69

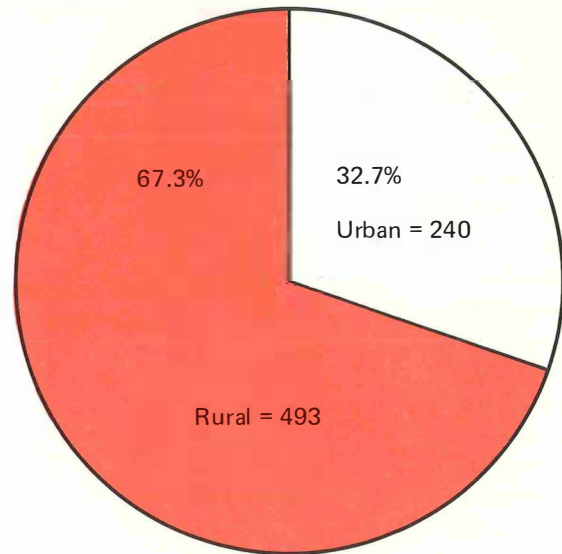
CITY GROUP	ALL CRASHES	FATAL CRASHES	NUMBER KILLED	PERSONAL INJURY CRASHES	NUMBER INJURED	PROPERTY DAMAGE CRASHES
Farmington	89	1	1	21	32	67
Forest Lake	105	1	1	15	20	89
Glencoe	106	0	0	23	41	83
Glenwood	63	0	0	9	13	54
Granite Falls	64	0	0	10	16	54
Hoyt Lakes	34	0	0	4	7	30
Jackson	111	0	0	21	25	90
LaCrescent	70	0	0	22	30	48
Lake City	77	0	0	17	20	60
Lakeville	200	3	4	40	57	157
Lino Lakes	74	1	1	22	30	51
Le Sueur	60	1	1	5	9	54
Little Canada	233	2	2	73	104	158
Luverne	89	1	1	10	14	78
Mahtomedi	43	0	0	11	13	32
Minnetrista	65	1	1	22	38	42
Mora	43	1	3	5	6	37
Morris	123	0	0	29	39	94
Newport	98	0	0	25	35	73
Olivia	59	0	0	9	10	50
Ortonville	89	0	0	12	16	77
Osseo	85	0	0	18	27	67
Park Rapids	101	2	3	11	15	88
Princeton	73	0	0	13	16	60
Proctor	48	0	0	11	17	37
Redwood Falls	123	0	0	22	24	101
Roseau	66	0	0	11	12	55
St. James	124	1	1	29	44	94
Sauk Centre	60	1	1	7	9	52
Shorewood	77	1	2	24	36	52
Silver Bay	53	1	1	9	13	43
Sleepy Eye	94	0	0	12	19	82
Springfield	35	0	0	3	4	32
Staples	51	0	0	7	8	44
Stewartville	30	0	0	9	11	21
Tracy	49	0	0	5	7	44
Two Harbors	106	0	0	30	39	76
Vadnais Heights	110	0	0	43	61	67
Wadena	118	1	1	18	28	99
Waite Park	149	0	0	46	66	103
Wayzata	221	0	0	45	72	176
Wells	46	0	0	9	10	37
Windom	134	0	0	33	46	101
Woodbury	135	1	2	48	73	86

LOCATION OF 1974 CRASHES BY URBAN OR RURAL AREA

ALL CRASHES = 102,964



FATAL CRASHES = 733

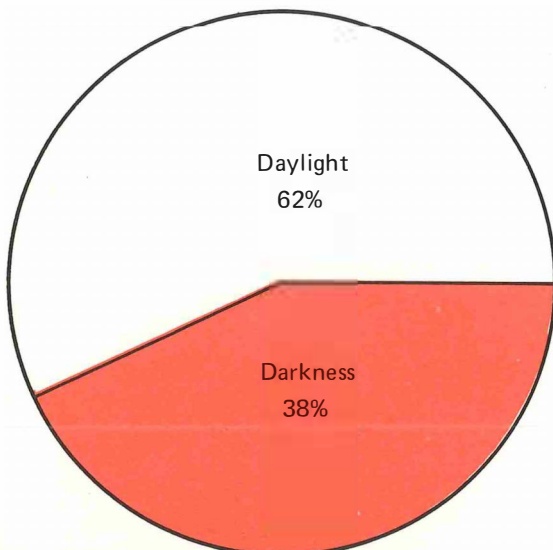


LIGHT CONDITIONS IN 1974 CRASHES

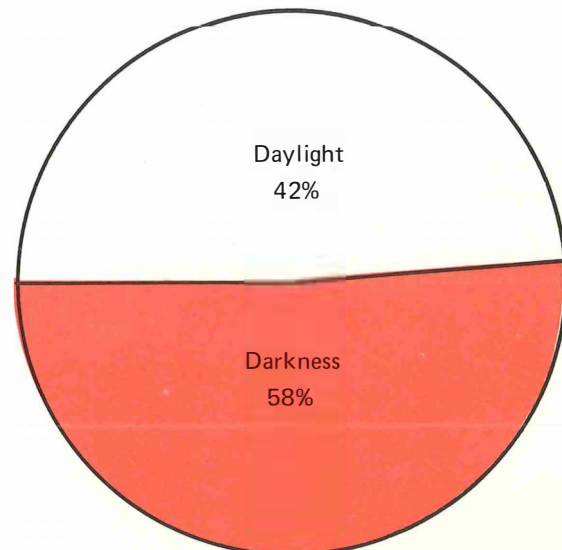
	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES
Daylight	63,715	308	15,400	48,007
Darkness	39,249	425	10,636	28,188
TOTAL	102,964	733	26,036	76,195

NUMBER KILLED	NUMBER INJURED
372	23,157
480	16,380
852	39,537

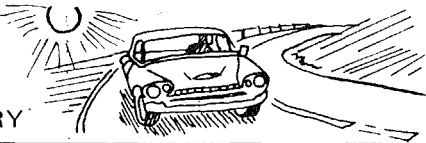


ALL CRASHES



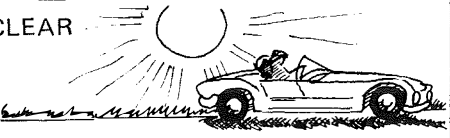
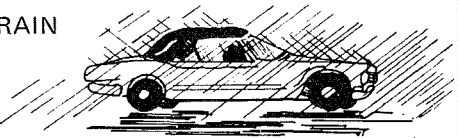
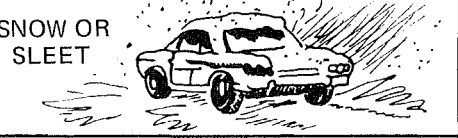
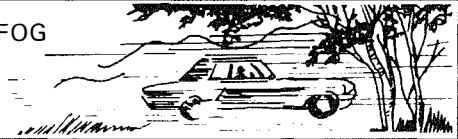
FATAL CRASHES



ROAD SURFACE CONDITIONS IN 1974 TRAFFIC CRASHES

	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES
DRY 	40,248	498	15,149	24,601
WET 	12,736	72	4,485	8,179
SNOWY OR ICY 	10,558	64	2,662	7,832
ALL OTHERS & NOT STATED	39,422	99	3,740	35,583
TOTAL	102,964	733	26,036	76,195

WEATHER CONDITIONS IN 1974 TRAFFIC CRASHES

	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES
CLEAR 	60,544	626	21,212	38,706
RAIN 	7,328	44	2,567	4,717
SNOW OR SLEET 	4,923	21	1,221	3,681
FOG 	724	14	257	453
ALL OTHERS & NOT STATED	29,445	28	779	28,638
TOTAL	102,964	733	26,036	76,195

1974 ROAD MILEAGE SUMMARY

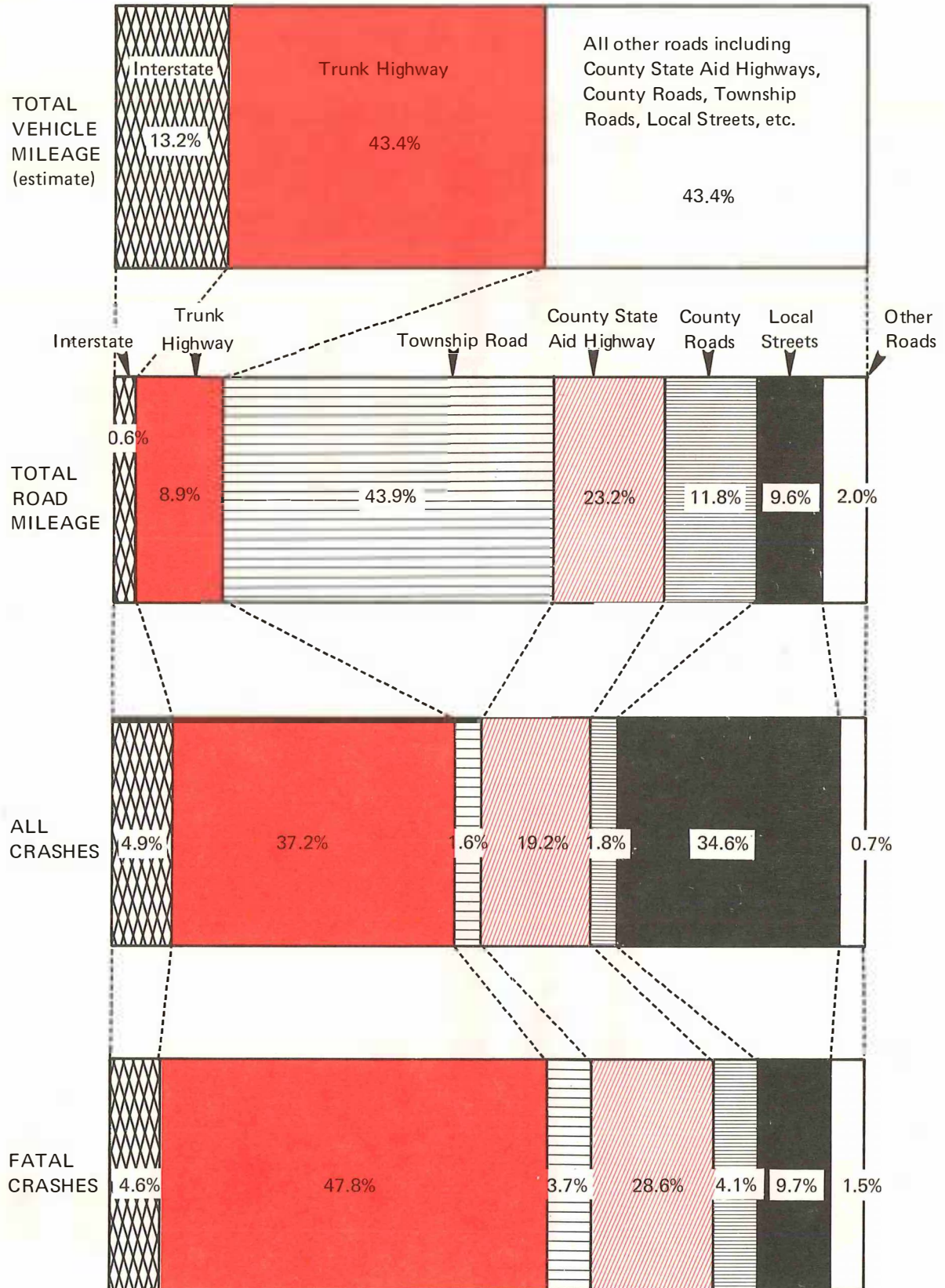
TYPE OF ROAD	MILES	PERCENT
Interstate Freeways		
Open to Traffic	716	0.6%
Trunk Highways	11,475	8.9
County State Aid Highways	29,749	23.2
County Roads	15,172	11.8
Township Road	56,299	43.9
Local Street	12,311	9.6
Other Road	2,514	2.0
TOTAL	128,236	100.0%

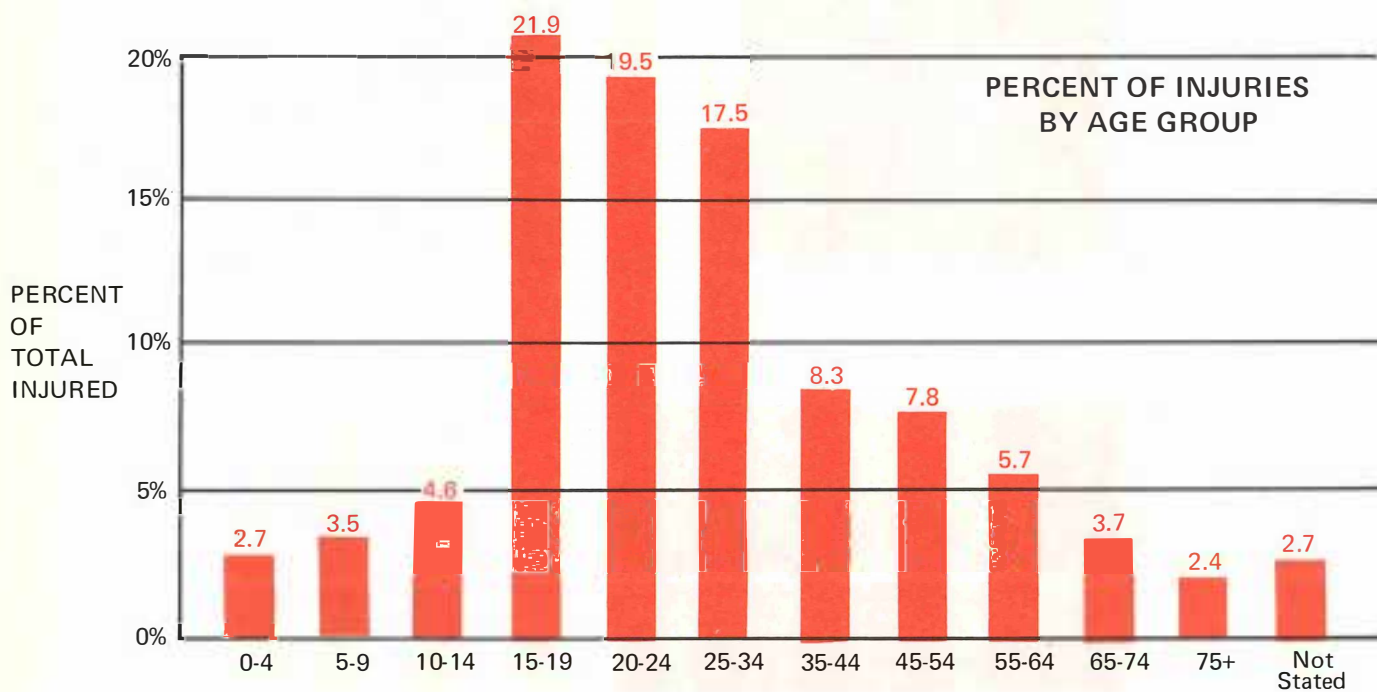
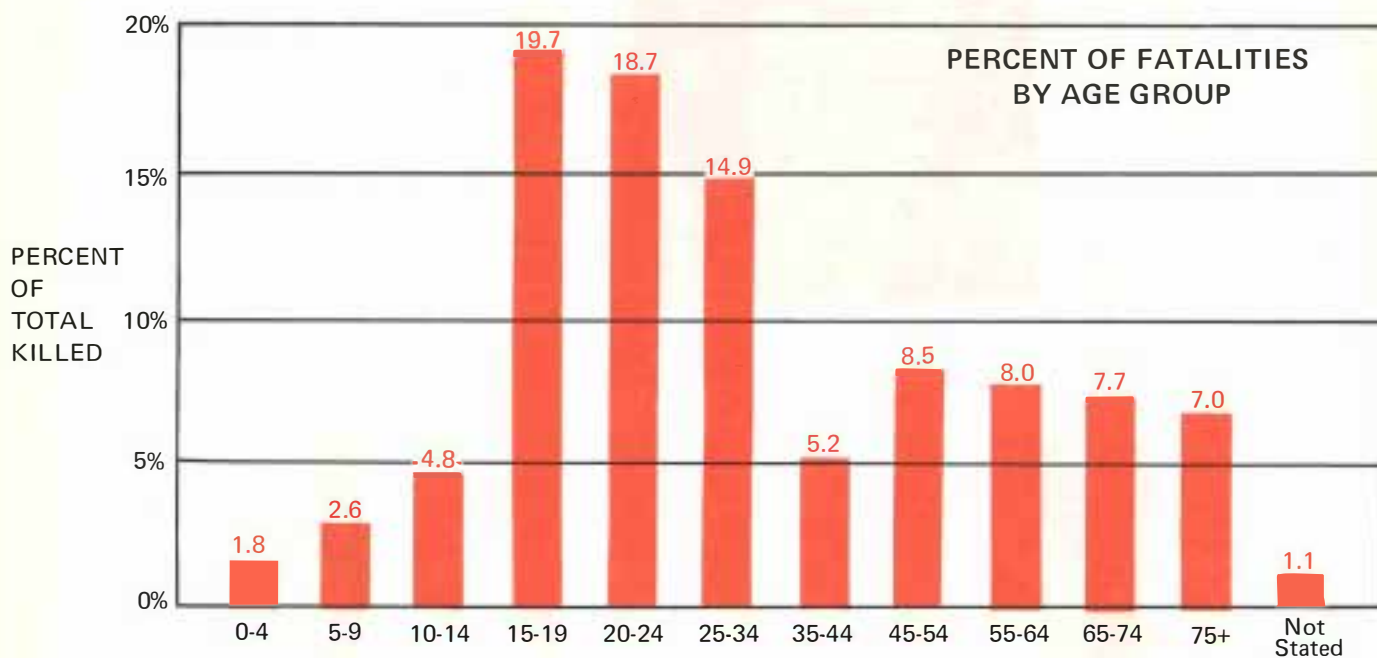
1974 CRASHES BY TYPE OF ROAD CLASSIFICATION

ROAD CLASSIFICATION	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES	NUMBER OF PEOPLE KILLED	NUMBER OF PEOPLE INJURED
Urban* Interstate	4,219	22	1,018	3,179	23	1,532
Rural Interstate	820	12	196	612	18	334
Urban* Trunk Highway	26,950	94	6,889	19,967	115	10,483
Rural Trunk Highway	11,320	256	3,362	7,702	314	5,757
County State Aid Highway	19,747	210	5,868	13,669	234	9,098
County Road	1,816	30	651	1,135	31	1,010
Township Road	1,628	27	451	1,150	29	766
Local Street	35,763	71	7,399	28,293	77	10,257
Other Road	701	11	202	488	11	300
TOTAL	102,964	733	26,036	76,195	852	39,537

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

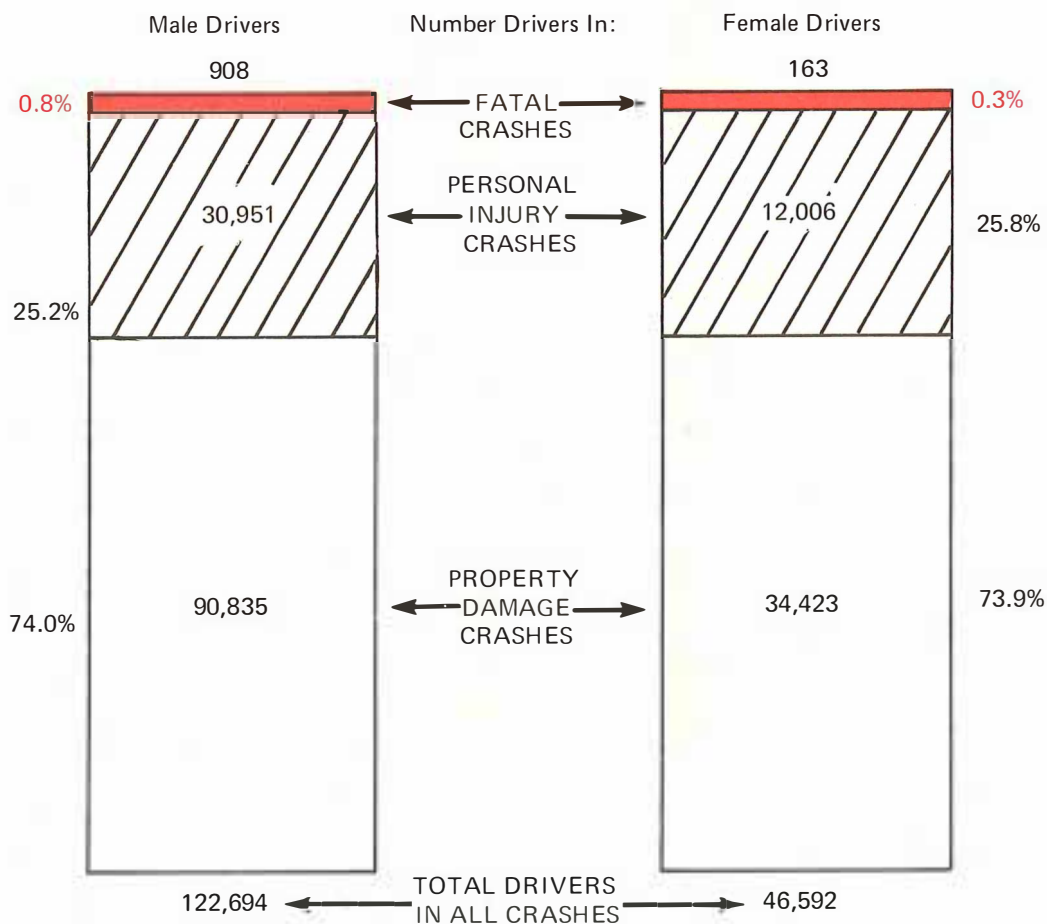
1974 MILEAGE AND CRASH DISTRIBUTION BY TYPE OF ROADWAY



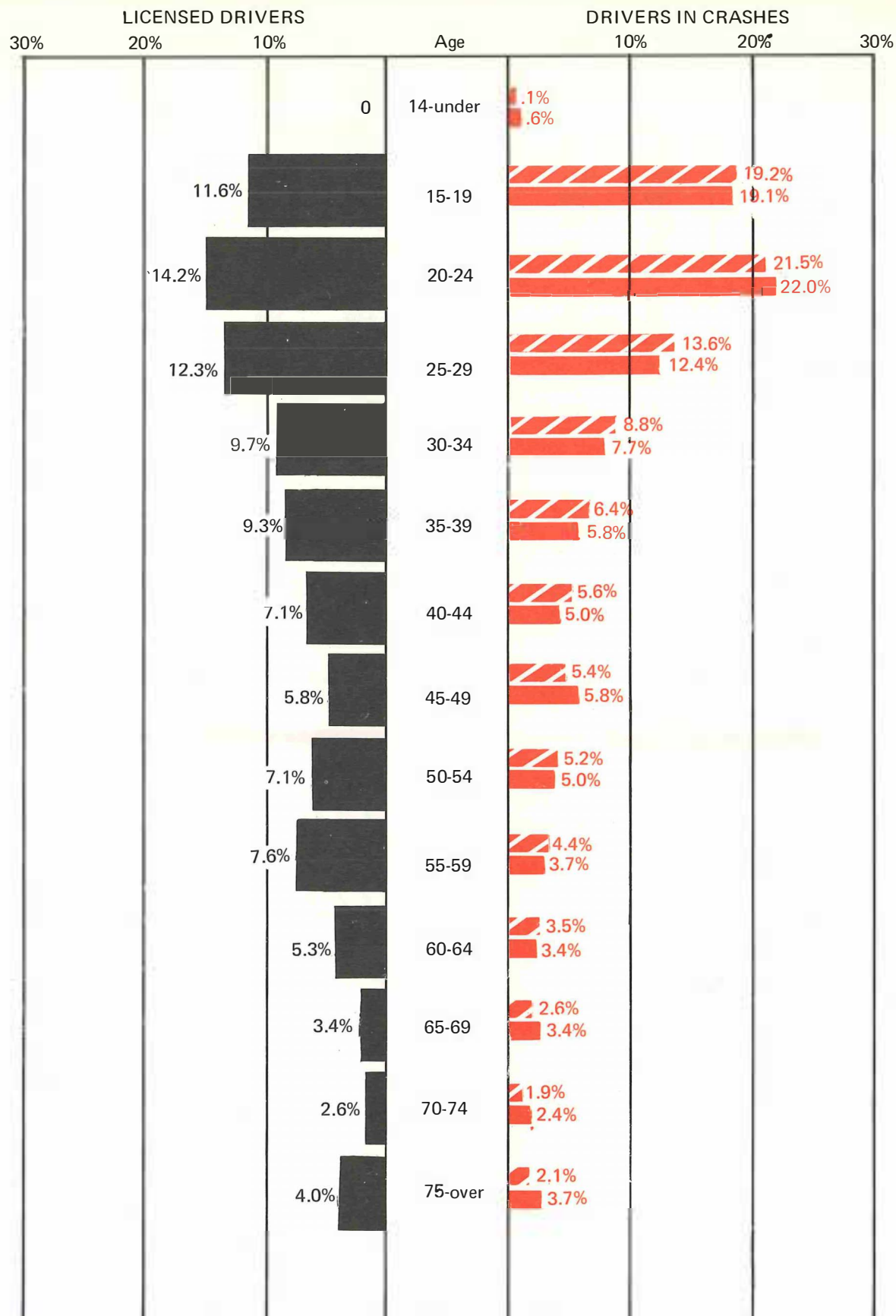


AGE GROUP	TOTAL KILLED			TOTAL INJURED		
	All	Male	Female	All	Male	Female
0 - 4	16	10	6	1,061	575	486
5 - 9	22	12	10	1,378	789	589
10 - 14	41	20	21	1,802	1,031	771
15 - 19	168	117	51	8,651	5,308	3,343
20 - 24	159	129	30	7,692	4,815	2,877
25 - 34	127	98	29	6,904	4,230	2,674
35 - 44	44	35	9	3,277	1,793	1,484
45 - 54	72	51	21	3,073	1,578	1,495
55 - 64	68	46	22	2,237	1,100	1,137
65 - 74	66	44	22	1,449	735	860
75 - up	60	39	21	940	452	342
Not Stated	9	4	5	1,073	517	556
TOTAL	852	605	247	39,537	22,923	16,614

DISTRIBUTION OF DRIVERS IN 1974 CRASHES BY SEX AND DEGREE OF SEVERITY



AGE DISTRIBUTION OF LICENSED DRIVERS AND THEIR INVOLVEMENT IN CRASHES, 1974



- Percent of All Licensed Drivers
- ▨ Proportion of Drivers in This Age Group in All Crashes
- Proportion of Drivers in This Age Group in All Fatal Crashes

Total Drivers in Crashes:
176,162 (no age stated = 18,879)
Total Drivers in Fatal Crashes:
1,090 (no age stated = 25)

NOTE: Percentages are based on a total number of drivers excluding those with driver age not stated.

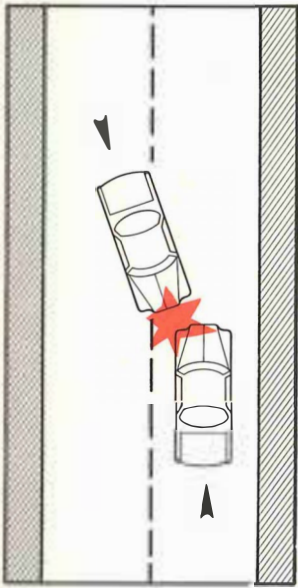
DRIVERS IN 1974 TRAFFIC CRASHES

AGE	NUMBER OF DRIVERS IN:				NUMBER LICENSED DRIVERS
	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES	
14-under	161	6	77	78	0
15-19	30,149	203	8,247	21,699	259,260
20-24	33,744	234	9,402	24,108	317,370
25-29	21,363	132	5,963	15,268	274,905
30-34	13,778	83	3,741	9,954	216,795
35-39	9,990	62	2,714	7,214	207,855
40-44	8,758	53	2,286	6,419	158,685
45-49	8,560	62	2,231	6,267	129,630
50-54	8,104	53	2,104	5,947	158,685
55-59	6,842	39	1,694	5,109	169,860
60-64	5,570	36	1,443	4,091	118,455
65-69	4,013	36	1,055	2,922	75,990
70-74	2,939	26	740	2,173	58,110
75-over	3,312	40	858	2,414	89,400
Sub Total	157,283	1,065	42,555	113,663	2,235,000
Not Stated	18,879	25	1,033	17,821	0
TOTAL	176,162	1,090	43,588	131,484	2,235,000

PROBABLE DRIVER BEHAVIORS IN 1974 CRASHES

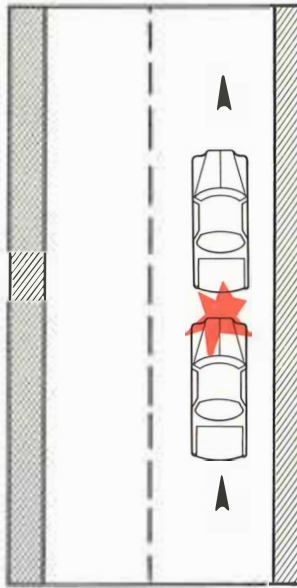
DRIVER BEHAVIOR INDICATED	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES
Illegal / Unsafe Speed	11,033	165	4,498	6,370
Traffic Control Violation	2,583	27	1,257	1,299
Over Center Line, Wrong Lane	2,623	110	978	1,535
Improper Parking, Starting, Stopping	1,515	8	344	1,163
Improper Passing	1,200	13	282	905
Following Too Closely	3,680	4	1,330	2,346
Failure To Yield Right-Of-Way	12,127	93	4,319	7,715
No Signal / Improper Signal	476	0	138	338
Vision Obscurement	2,147	8	725	1,414
Bicycle Violation	470	4	456	10
Impeding Traffic	219	0	62	157
Improper Left Turn	697	7	162	528
Improper Right Turn	433	1	53	379
Other Improper Turn	1,498	2	284	1,212
Beyond Driver's Control	31,919	271	11,145	20,503
Defective Equipment	1,523	10	531	982
Pedestrian Violation	755	20	718	17
Other	101,264	347	16,306	84,611
TOTAL	176,162	1,090	43,588	131,484

1974 VEHICLE MOVEMENTS IN TWO-VEHICLE NON-INTERSECTION CRASHES



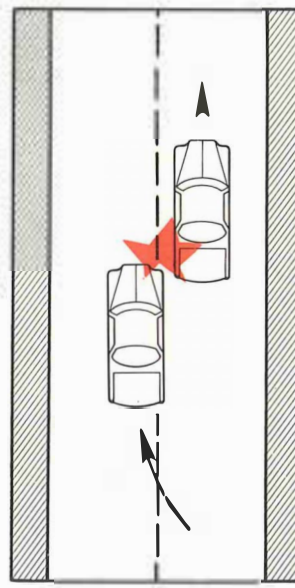
OPPOSITE DIRECTION BOTH MOVING

All Crashes	2,154
Fatal Crashes	97
Personal Injury	
Crashes	872
Property Damage	
Crashes	1,185



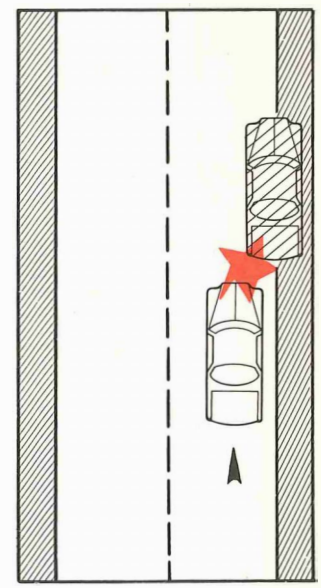
BOTH SAME DIRECTION REAR END

All Crashes	1,867
Fatal Crashes	21
Personal Injury	
Crashes	663
Property Damage	
Crashes	1,183



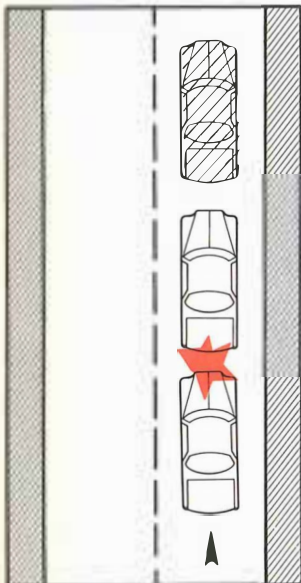
SIDESWIPE

All Crashes	1,769
Fatal Crashes	4
Personal Injury	
Crashes	336
Property Damage	
Crashes	1,429



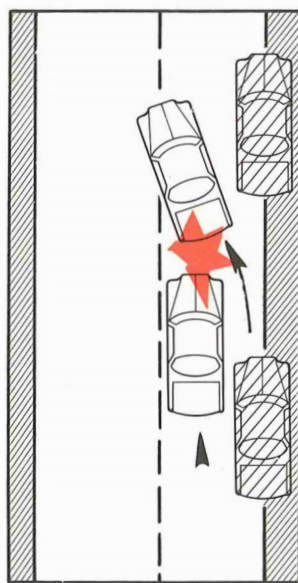
ONE VEHICLE PARKED

All Crashes	9,794
Fatal Crashes	8
Personal Injury	
Crashes	1,341
Property Damage	
Crashes	8,445



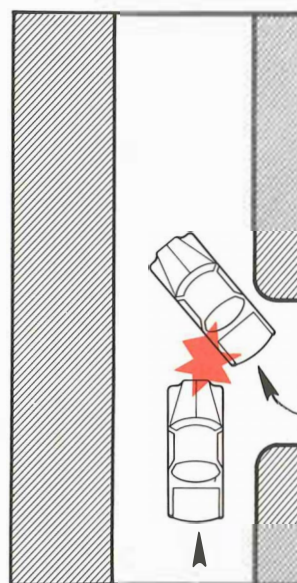
ONE VEHICLE STOPPED IN TRAFFIC

All Crashes	2,301
Fatal Crashes	3
Personal Injury	
Crashes	939
Property Damage	
Crashes	1,359



ONE VEHICLE ENT. OR LVE. PRK. SPACE

All Crashes	1,344
Fatal Crashes	0
Personal Injury	
Crashes	106
Property Damage	
Crashes	1,238



ONE VEHICLE ENT. OR LVE. ALLEY OR DRIVEWAY

All Crashes	4,082
Fatal Crashes	15
Personal Injury	
Crashes	967
Property Damage	
Crashes	3,100

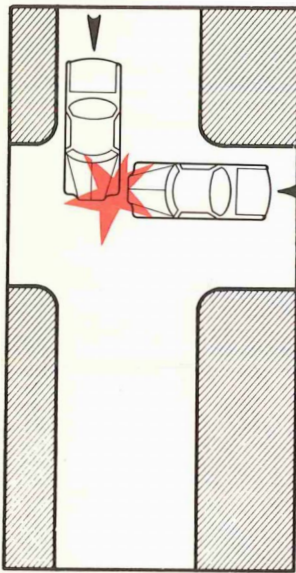
ALL OTHERS & NOT STATED

All Crashes	1,075
Fatal Crashes	26
Personal Injury	
Crashes	262
Property Damage	
Crashes	787

TOTAL TWO-VEHICLE NON-INTERSECTION CRASHES

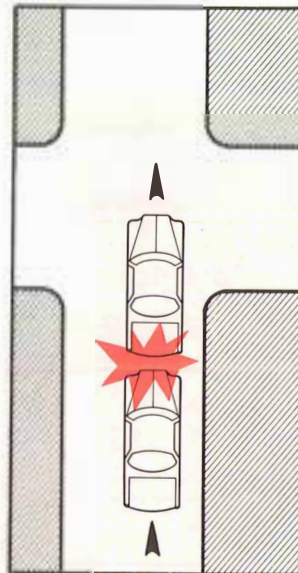
All Crashes	24,386
Fatal Crashes	174
Personal Injury	
Crashes	5,486
Property Damage	
Crashes	18,726

1974 VEHICLE MOVEMENTS IN TWO-VEHICLE INTERSECTION CRASHES



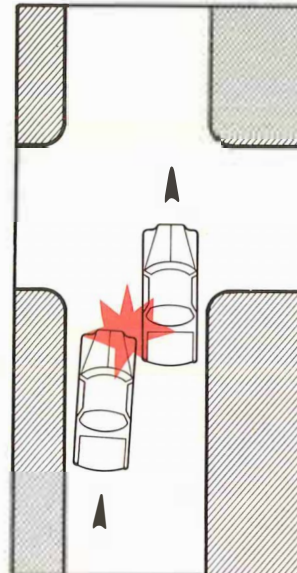
ENTERING AT ANGLE

All Crashes	15,359
Fatal Crashes	97
Personal Injury	
Crashes	5,597
Property Damage	
Crashes	9,965



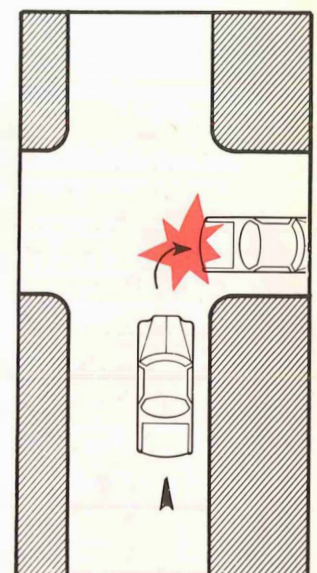
SAME DIRECTION – BOTH STRAIGHT REAR END

All Crashes	6,571
Fatal Crashes	5
Personal Injury	
Crashes	2,339
Property Damage	
Crashes	4,227



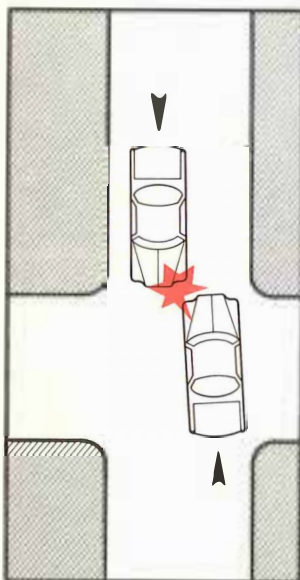
SIDESWIPE

All Crashes	453
Fatal Crashes	1
Personal Injury	
Crashes	79
Property Damage	
Crashes	373



SAME DIRECTION ONE TURNING, ONE STRAIGHT

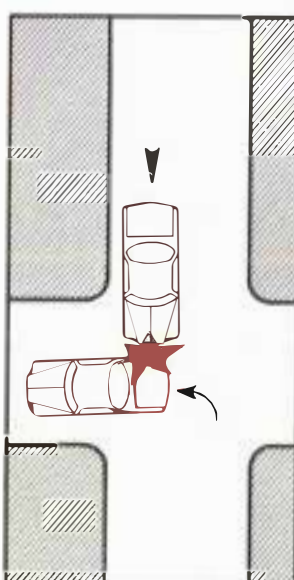
All Crashes	3,407
Fatal Crashes	5
Personal Injury	
Crashes	1,010
Property Damage	
Crashes	2,392



OPPOSITE DIRECTION

GOING STRAIGHT

All Crashes	204
Fatal Crashes	7
Personal Injury	
Crashes	111
Property Damage	
Crashes	86



ONE TURNING LEFT, ONE STRAIGHT

All Crashes	3,736
Fatal Crashes	11
Personal Injury	
Crashes	1,429
Property Damage	
Crashes	2,296

SAME DIRECTION ALL OTHERS

All Crashes	1,222
Fatal Crashes	2
Personal Injury	
Crashes	176
Property Damage	
Crashes	1,044

OPPOSITE DIRECTION ALL OTHERS

All Crashes	581
Fatal Crashes	7
Personal Injury	
Crashes	132
Property Damage	
Crashes	442

NOT STATED

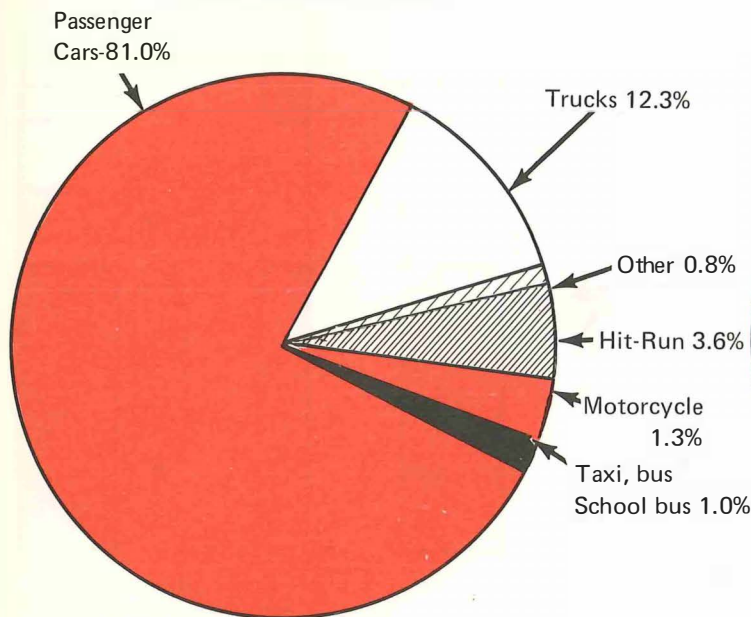
All Crashes	318
Fatal Crashes	2
Personal Injury	
Crashes	76
Property Damage	
Crashes	240

TOTAL TWO VEHICLE INTERSECTION CRASHES

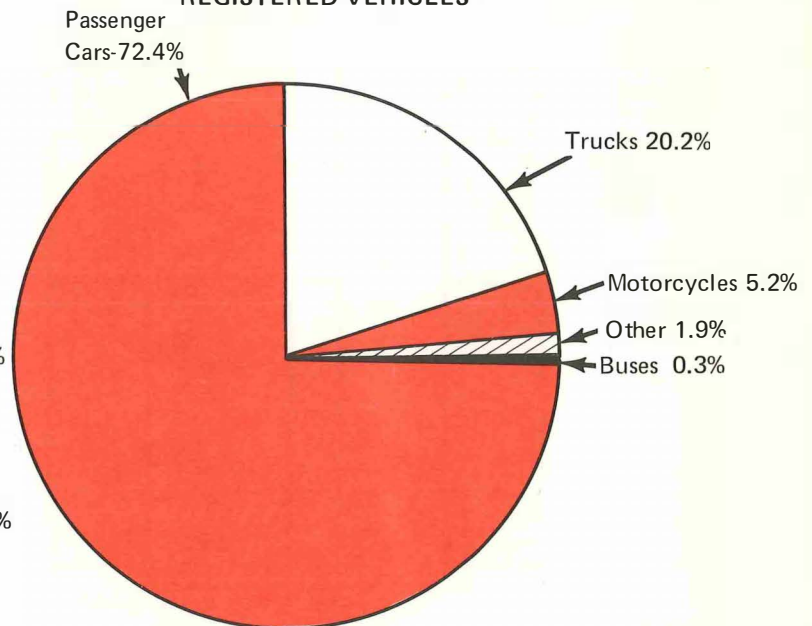
All Crashes	31,851
Fatal Crashes	137
Personal Injury	
Crashes	10,949
Property Damage	
Crashes	20,765

1974 CRASH INVOLVEMENT COMPARED WITH REGISTRATIONS BY TYPE OF MOTOR VEHICLE

VEHICLES IN CRASHES



REGISTERED VEHICLES



VEHICLES IN CRASHES

TYPE MOTOR VEHICLE	NUMBER OF VEHICLES IN:			
	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES
Passenger Cars	154,072	760	36,553	116,759
Pass. Car & Trailer	381	5	92	284
Trk/Trk Tractor	20,432	174	4,733	15,525
Trk Tractor & Semi-Trail.	2,693	68	634	1,991
Trk Tractor & Twin-Trail.	42	0	9	33
Other Truck Comb.	364	7	91	266
FM Tractor &/or Fm. FM. Equipment	218	11	58	149
Taxicab	517	0	125	392
Bus	762	3	167	592
School Bus	539	6	148	385
Motorcycle	2,463	52	1,916	495
Snowmobile	119	4	64	51
Emergency Vehicles	119	2	38	79
Military Vehicles	6	0	3	3
Other Public Vehicles	865	3	221	641
Hit-Run Vehicles	6,860	17	688	6,155
Other & Not Stated	216	1	43	172
TOTAL VEHICLES	190,668	1,113	45,583	143,972

MOTOR VEHICLE REGISTRATIONS

TYPE MOTOR VEHICLE	1974 REGISTRATIONS
Passenger Cars	1,931,493
Trucks	
Gross Weight	425,743
Farm	108,714
Urban	4,605
Buses	6,830
Motorcycles	138,193
Recreational	14,328
Tax. Exempt	35,848
TOTAL	2,665,754

MINNESOTA VEHICLE REGISTRATION, 1965 - 1974

TYPE OF VEHICLE	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974
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	1,931,493
Trucks										
Gross Weight	213,933	228,964	246,135	265,678	288,778	310,150	334,414	355,100	385,826	425,743
Farm	101,274	103,055	104,124	105,074	105,242	105,212	105,202	103,346	104,200	108,714
Urban	3,384	3,693	3,925	4,037	4,250	4,402	4,731	4,645	4,410	4,605
SUB-TOTAL, TRUCKS	318,591	335,712	354,184	374,789	398,270	419,764	444,347	463,091	494,436	539,062
Tax Exempt	23,613	22,899	25,997	29,603	26,647	24,438	26,296	24,443	31,740	35,848
Buses	1,906	2,157	1,943	1,970	1,948	1,799	1,300	2,956	3,019	3,165
School Buses	3,821	3,921	4,038	4,314	4,508	4,740	5,093	3,604	3,491	3,665
Motorcycles	39,395	49,775	55,892	60,886	61,199	71,914	90,150	103,286	119,227	138,193
Recreational ¹	191	525	1,286			4,834	6,592	9,233	12,318	14,328
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	2,665,754
Mobile Homes ²	18,955	20,892	23,904	25,997	28,728	34,440	38,670	30,560	604	54,589
Trailers ³	67,787	246,978	79,073	290,125	333,085	336,686	378,939	398,718	451,539	459,049
SUB-TOTAL, TRAILERS	86,742	267,870	102,977	316,122	361,813	371,126	417,609	429,278	452,143	513,638
Collector's Item ⁴							7,779	8,504	9,427	10,120
GRAND TOTAL ⁵	1,980,469	2,235,399	2,125,108	2,430,709	2,549,327	2,631,222	2,781,900	2,850,789	2,992,607	3,189,512

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.

5. Does not include foreign based prorate vehicles.

DRIVER LICENSING DATA 1965 - 1974

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974
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	2,235,000
Permits Issued	162,939	175,330	164,303	170,826	168,061	167,713	168,110	156,230	162,016	126,860
Written Tests	172,030	189,719	173,475	207,068	241,720	266,649	264,068	226,000	238,482	287,392
Road Tests	175,284	193,815	178,921	200,373	213,058	221,856	221,741	198,000	215,604	234,076
Regular Licenses Issued	457,920	455,558	519,673	666,566	534,356	522,528	613,000			
Classified Licenses Issued: **								720,777	630,689	*591,489
Class A								60,306	62,371	9,048
Class B								22,139	24,825	10,415
Class C								638,332	543,493	572,036
Duplicate Licenses Issued:	163,752	175,191	185,039	197,779	202,373	209,393	217,331	190,265	203,836	189,617
Endorsements on Licenses										
Motorcycle	*	*	*	*	*	*	*	N.A.	55,377	91,024
School Bus	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	16,469	18,439
Driver Evaluations	11,365	13,941	14,189	15,294	14,254	15,201	13,033	18,783	12,744	10,811
Driver Evaluation Suspensions	18,884	16,975	16,775	17,069	16,212	14,669	11,065	11,901	12,011	10,563
Safety Responsibility Act Suspensions	24,823	24,801	21,067	19,585	21,602	26,431	23,734	17,734	19,060	17,502
Revocations	8,477	8,807	8,912	10,819	11,961	12,134	12,974	12,624	14,987	16,733
License Cancellations	3,190	3,503	3,338	4,004	3,540	3,357	3,447	5,656	4,789	6,232
Medical Referrals	3,304	4,436	4,894	6,136	4,155	2,752	3,892	2,442	2,724	2,960
Referrals to Driver Improvement Clinics									643	633
Reported Convictions	214,542	232,344	219,938	239,627	241,579	235,676	253,652	225,491	297,412	307,528

* Motorcycle license data are included in total number of licensed drivers, but not broken out separately.

** Beginning in 1972, classified licenses were issued.

MOTOR VEHICLE INSPECTION

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

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

TYPE OF VEHICLE	1971			
	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%

MOTOR VEHICLE INSPECTION

TYPE OF VEHICLE	1972 ¹			
	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%

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

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

³Motorcycles were not inspected in 1970.

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%

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

MOTOR VEHICLE INSPECTION

TYPE OF VEHICLE	1974			
	NUMBER DEFECTS	NUMBER REJECTED	NUMBER* INSPECTED	PERCENT REJECTED
Cars	62,241	34,764	91,842	37.9%
Trucks	15,838	7,772	21,869	35.5%
School Buses	10,973	4,852	16,439	29.5%
Motorcycles	149	86	529	16.3%
TOTAL VEHICLES	89,201	47,474	130,679	36.3%

PART 2.

Pedestrian - Involved Crashes

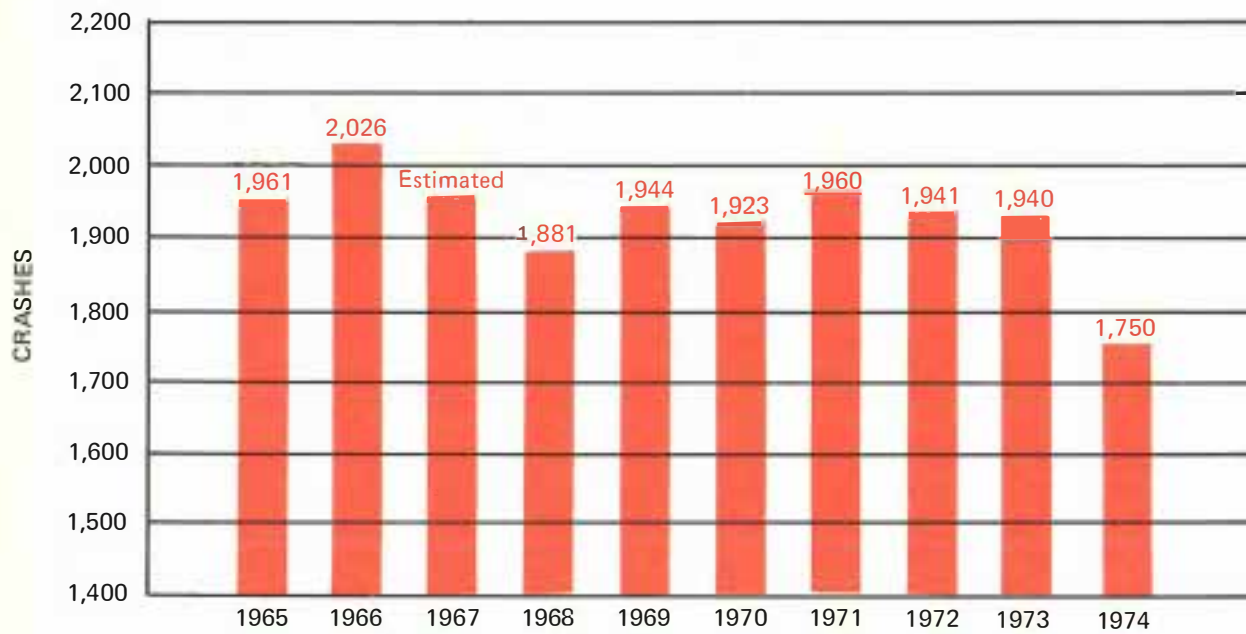
Pedestrians, by virtue of the fact that skin and bone are no match for two tons of steel, are more vulnerable to injury than the victims of any other type crash.

Since 1965 there has been an average of 1,925 pedestrian crashes per year, in which an average of 133 fatalities and 1,942 injuries have occurred. During 1974, there were 1,750 pedestrian involved crashes in which 106 pedestrians were killed and an additional 1,753 were injured. The number of pedestrian fatalities is a ten year low.

It is normally the very young and the very old age groups that contribute the most to the pedestrian fatality picture. During 1974 nearly 36 percent of the pedestrian fatalities were in the two age groups of 5-9 or 75 and 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.

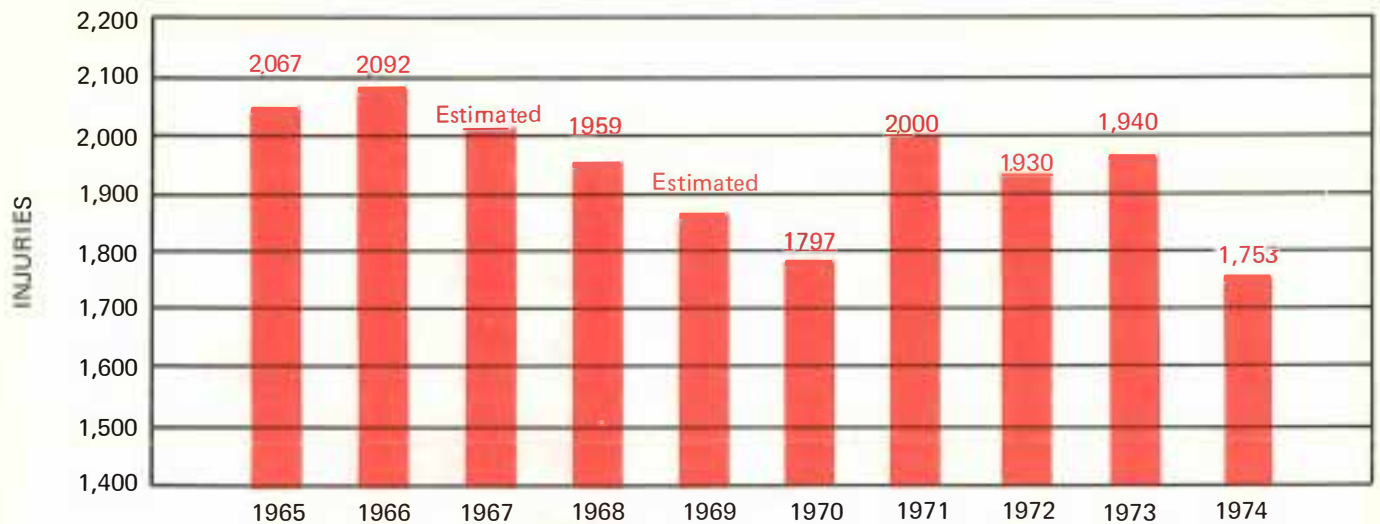
Like crashes involving only motor vehicles or motor vehicles and other objects, pedestrian-involved crashes tended to increase during the peak people movement hours of 3 to 6 p.m. These three hours contribute 33 percent of all pedestrian crashes. The hourly breakdown for fatal pedestrian-involved crashes 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, 1965 - 1974

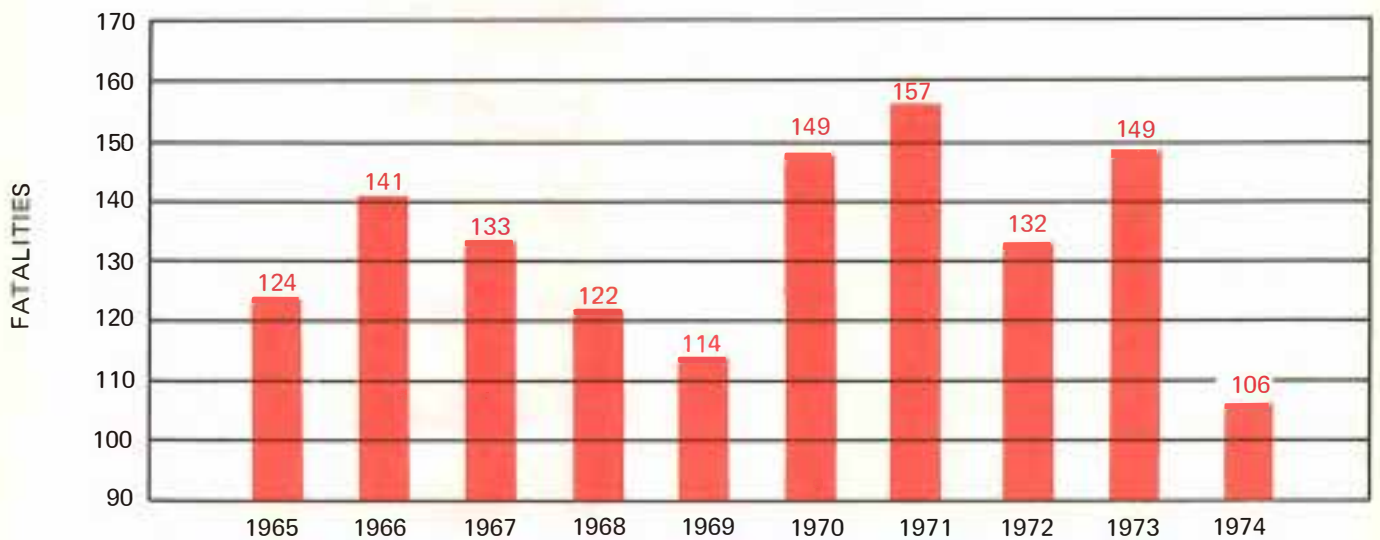


Note: A "Pedestrian Crash" is a crash in which the first object that was struck by a motor vehicle was a pedestrian.

PEDESTRIANS INJURED, 1965 - 1974



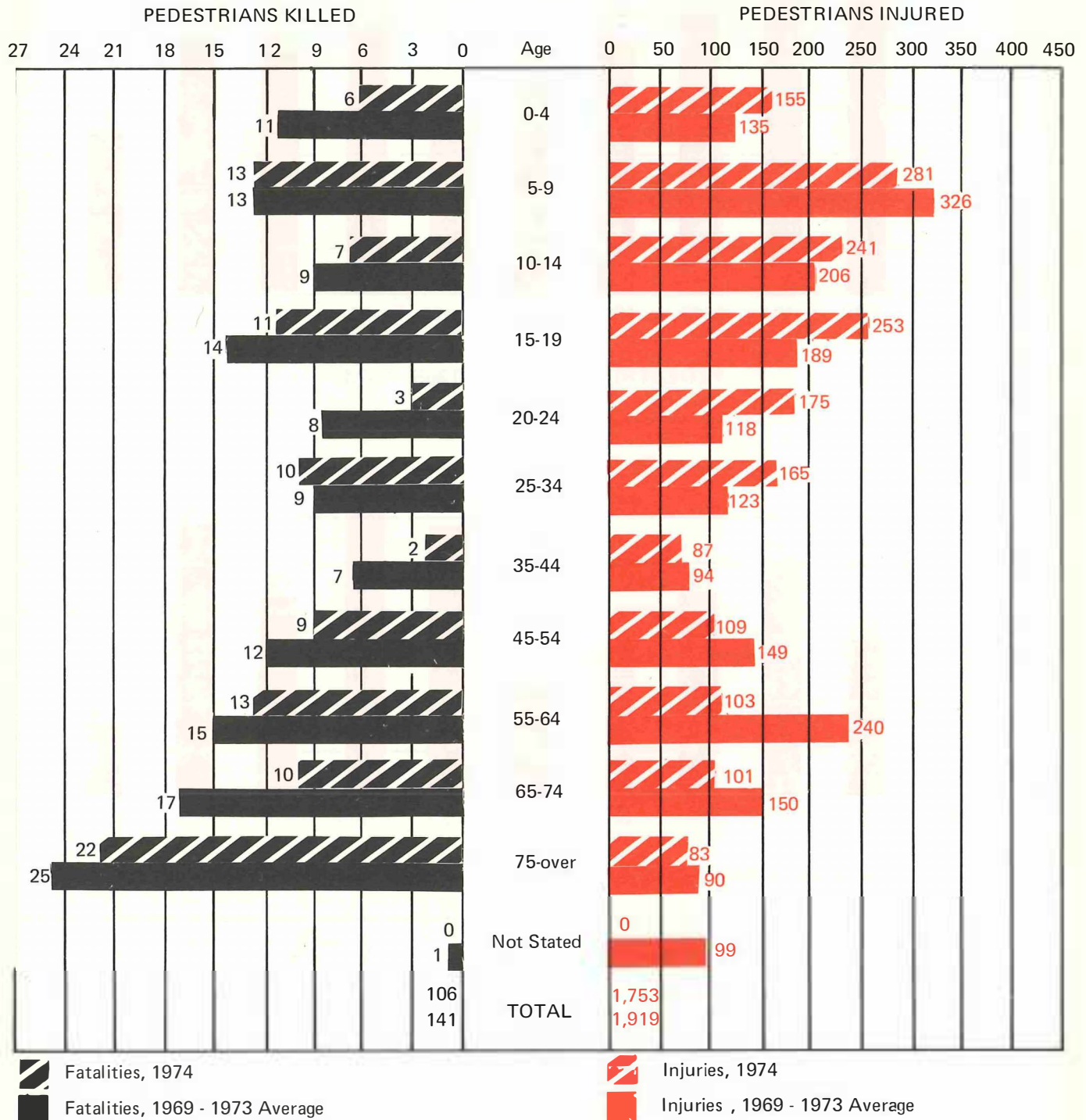
PEDESTRIANS KILLED, 1965 - 1974



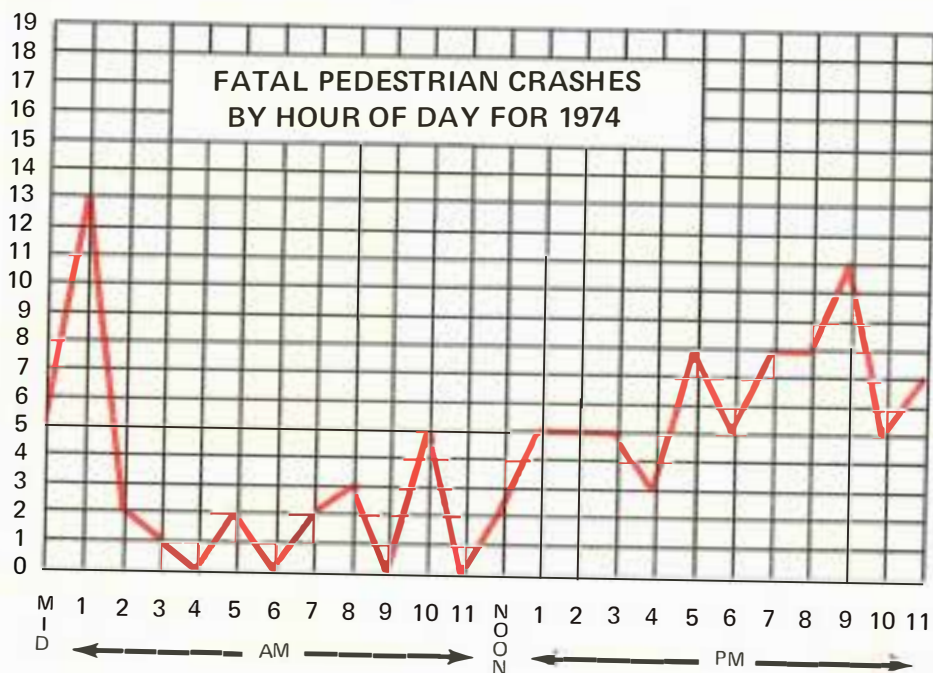
PEDESTRIANS KILLED AND INJURED BY AGE AND SEX, 1974

AGE GROUP	TOTAL KILLED			TOTAL INJURED		
	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL
0-4	6	0	6	97	58	155
5-9	8	5	13	181	100	281
10-14	3	4	7	135	106	241
15-19	6	5	11	150	103	253
20-24	2	1	3	100	75	175
25-34	8	2	10	116	49	165
35-44	2	0	2	57	30	87
45-54	7	2	9	59	50	109
55-64	8	5	13	48	55	103
65-74	8	2	10	49	52	101
75-over	17	5	22	37	46	83
Not Stated	0	0	0	0	0	0
TOTAL	75	31	106	1,029	724	1,753

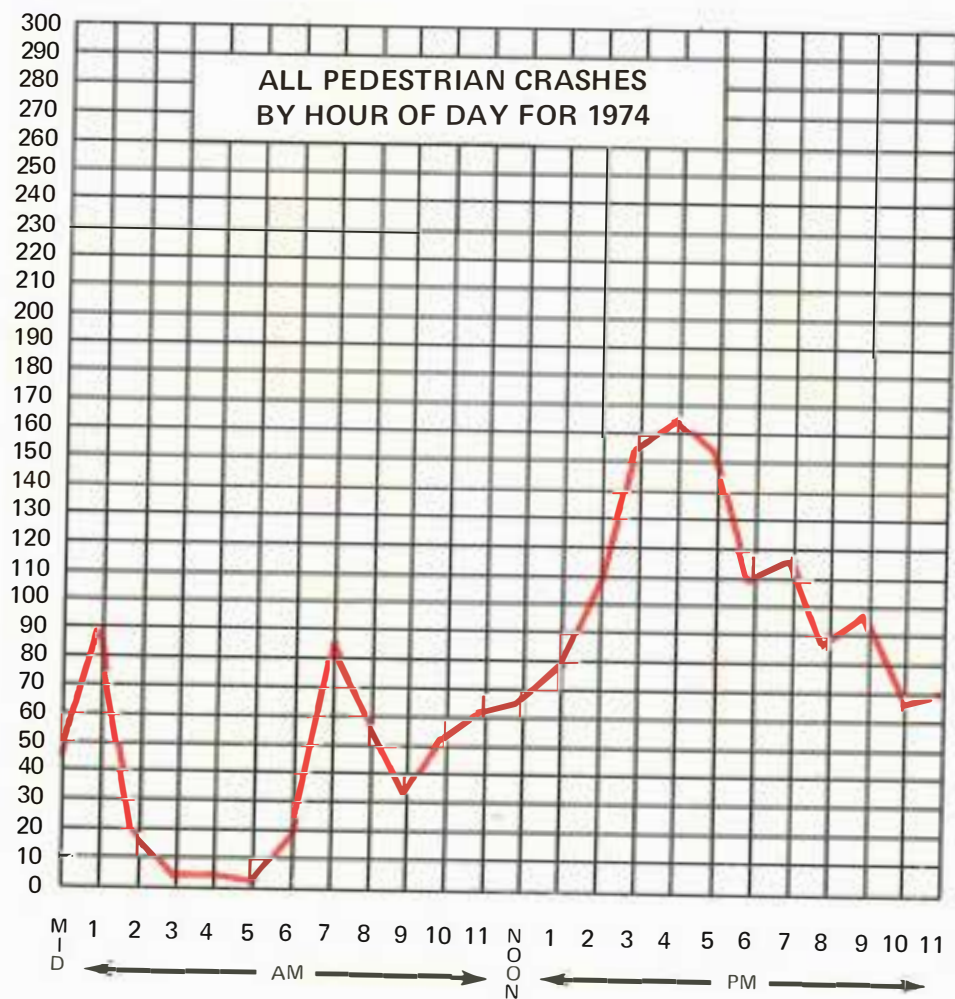
AGES OF PEDESTRIANS KILLED AND INJURED IN 1974 COMPARED WITH THE AVERAGE YEAR FROM 1969 - 1973



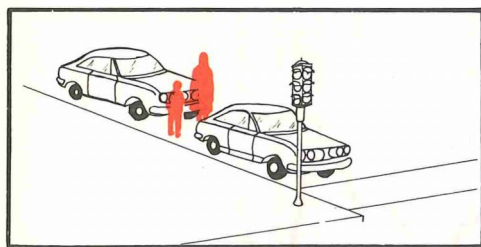
FATAL CRASHES



ALL CRASHES

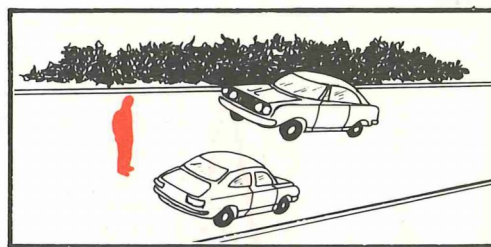


ACTIONS OF PEDESTRIANS KILLED, 1974



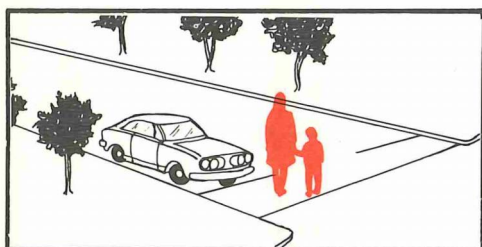
CROSSING NOT AT INTERSECTION

20 Killed
496 Injured



STANDING IN ROADWAY

4 Killed
48 Injured



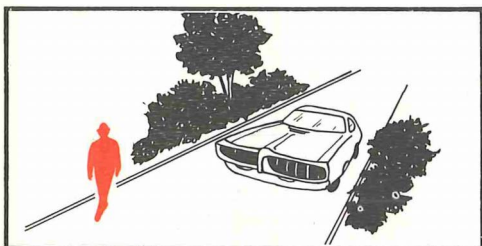
CROSSING AT INTERSECTION

27 Killed
556 Injured



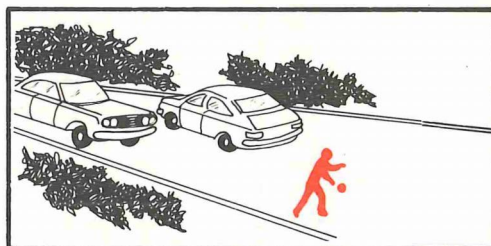
WORKING IN ROADWAY

1 Killed
42 Injured



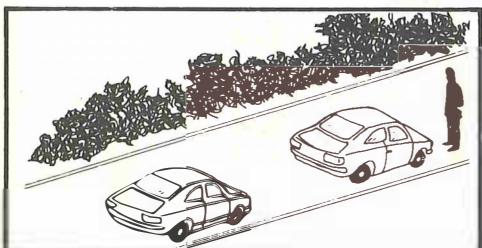
WALKING IN ROAD WITH TRAFFIC

11 Killed
90 Injured



PLAYING IN ROADWAY

1 Killed
27 Injured



WALKING IN ROAD AGAINST TRAFFIC

2 Killed
27 Injured



GETTING ON-OFF VEHICLE OR SCHOOL BUS

4 Killed
32 Injured

ALL OTHERS STATED

36 Killed
83 Injured

NOT STATED

23 Killed
352 Injured

ACTIONS OF PEDESTRIANS WHO WERE KILLED IN 1974 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	27	1	3	3	1	0	1	2	16
Crossing not at intersection	20	2	2	0	2	0	1	4	9
Walking in road with traffic	11	1	0	1	3	0	1	4	1
Walking in road against traffic	2	0	0	0	0	0	1	0	1
Standing in road	4	0	0	0	1	1	1	1	0
Entering or leaving vehicle	2	0	0	0	1	0	0	1	0
Crossing to or from school bus	2	0	2	0	0	0	0	0	0
Working on vehicle in roadway	1	0	0	0	0	0	1	0	0
Working in roadway	0	0	0	0	0	0	0	0	0
Playing roadway	1	1	0	0	0	0	0	0	0
Other in roadway	9	0	1	0	2	1	3	1	1
Not in roadway	4	0	0	1	0	0	0	2	1
Not stated	23	1	5	2	1	1	3	7	3
TOTAL	106	6	13	7	11	3	12	22	32

ACTIONS OF PEDESTRIANS WHO WERE INJURED IN 1974 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	556	20	70	63	51	59	83	105	105
Crossing not at intersection	496	88	140	76	59	27	46	39	21
Walking in road with traffic	90	2	0	20	27	11	17	7	6
Walking in road against traffic	27	0	0	7	9	5	2	3	1
Standing in road	48	1	1	3	13	10	15	4	1
Entering or leaving vehicle	23	0	1	2	3	2	6	4	5
Crossing to or from school bus	9	0	2	5	2	0	0	0	0
Working on vehicle in roadway	34	0	2	0	5	5	17	4	1
Working in roadway	8	0	0	0	1	1	4	1	1
Playing in roadway	27	8	11	5	0	1	1	1	0
Other in roadway	48	4	4	4	9	5	6	7	9
Not in roadway	35	3	8	5	5	5	4	4	1
Not stated	352	29	42	51	69	44	51	33	33
TOTAL	1,753	155	281	241	253	175	252	212	184

PART 3.

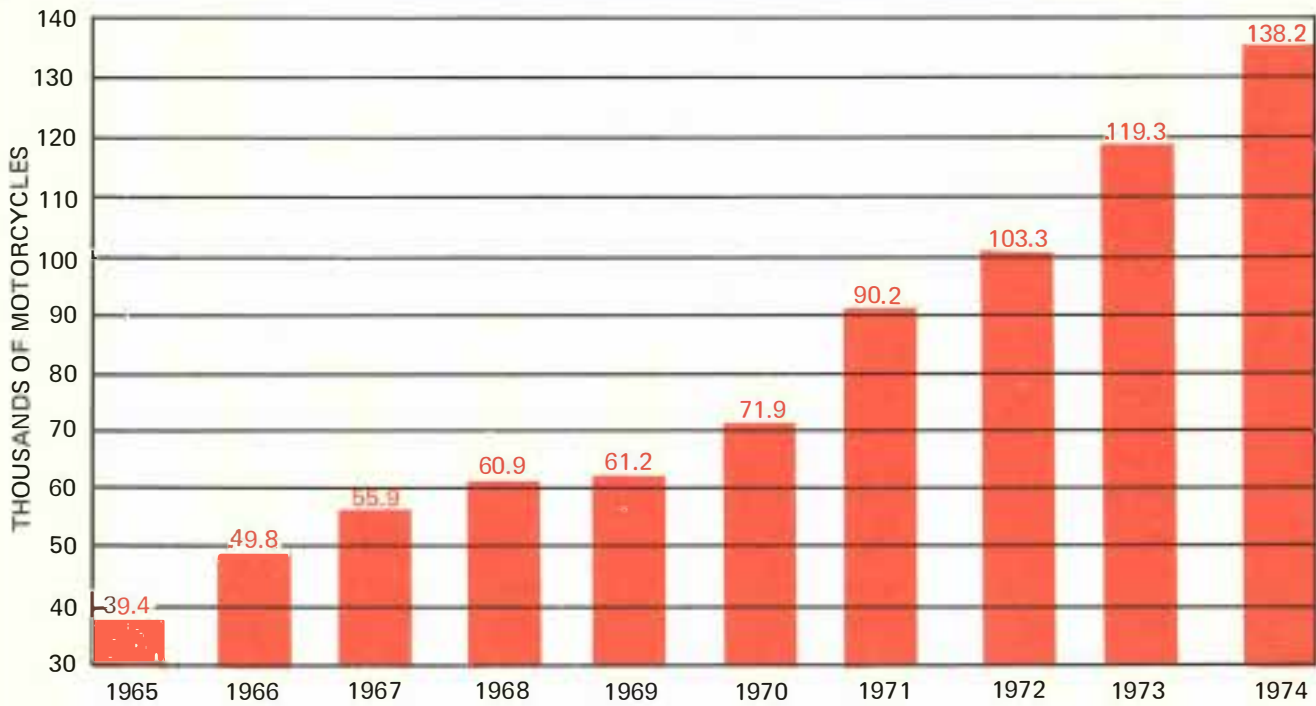
Motorcycle - Involved Crashes

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.

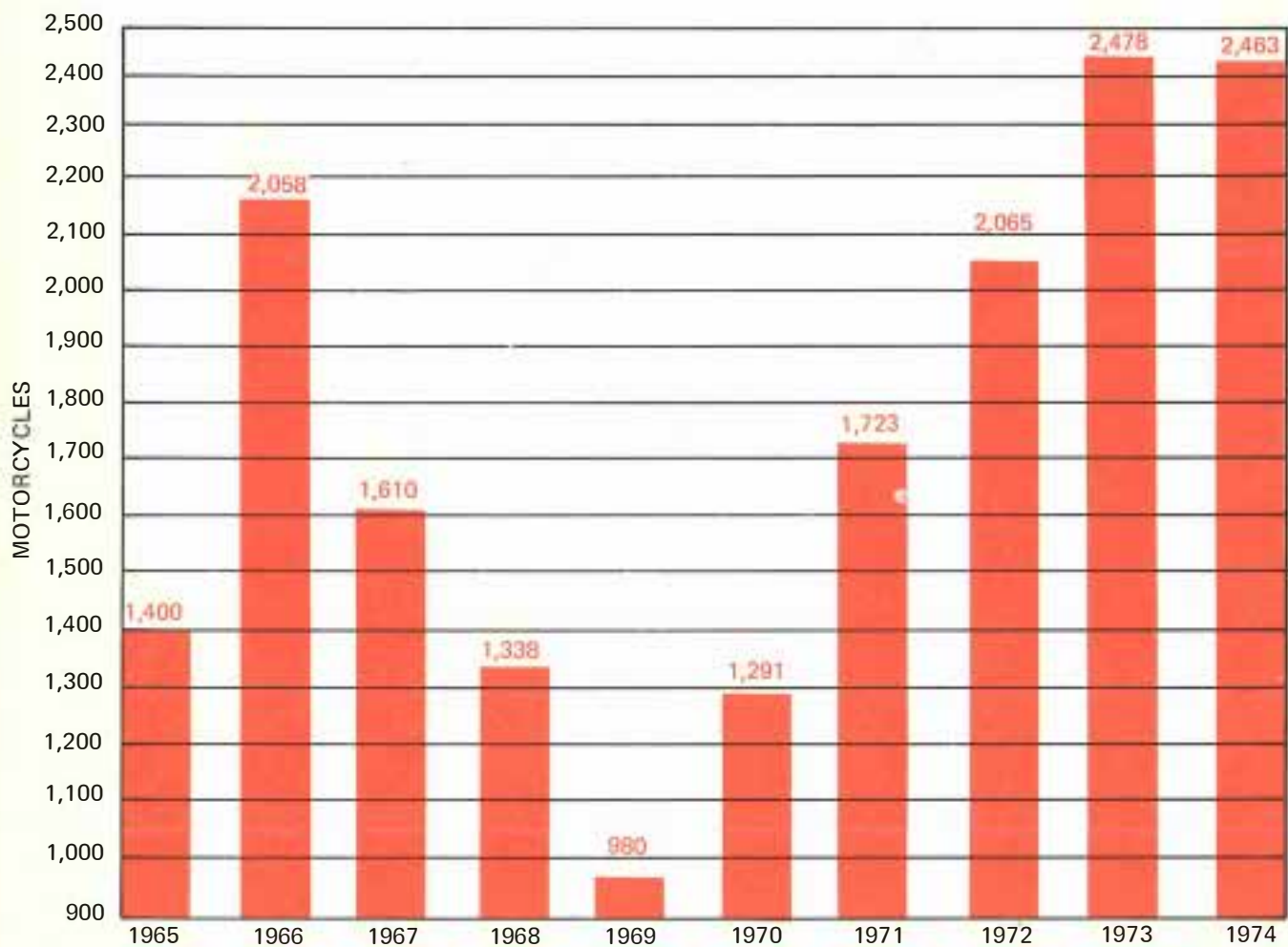
Riders of motorcycles are without doubt the most endangered segment of the motorized population which commonly utilize the state's roadways. Out of the 2,400 motorcycle-involved crashes during 1974, only 20 percent were non-injury crashes. This compares with 74 percent of the crashes involving all other vehicle types. Of the 2,299 injuries sustained in motorcycle-involved crashes, 11 percent were of the very minor 'C' type, whereas 62 percent were fatal or serious in nature. By comparison, in crashes involving all other vehicle types, 37 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.

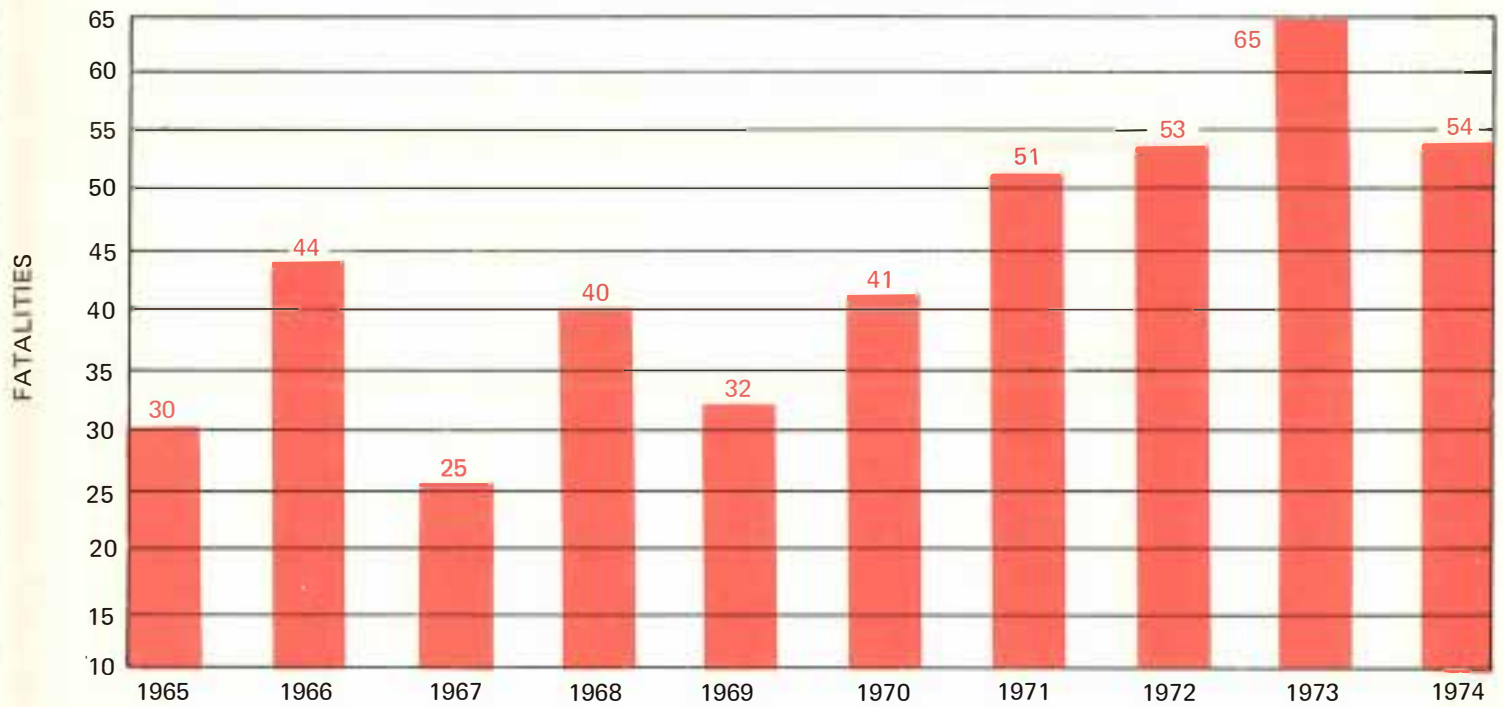
REGISTERED MOTORCYCLES, 1965 - 1974



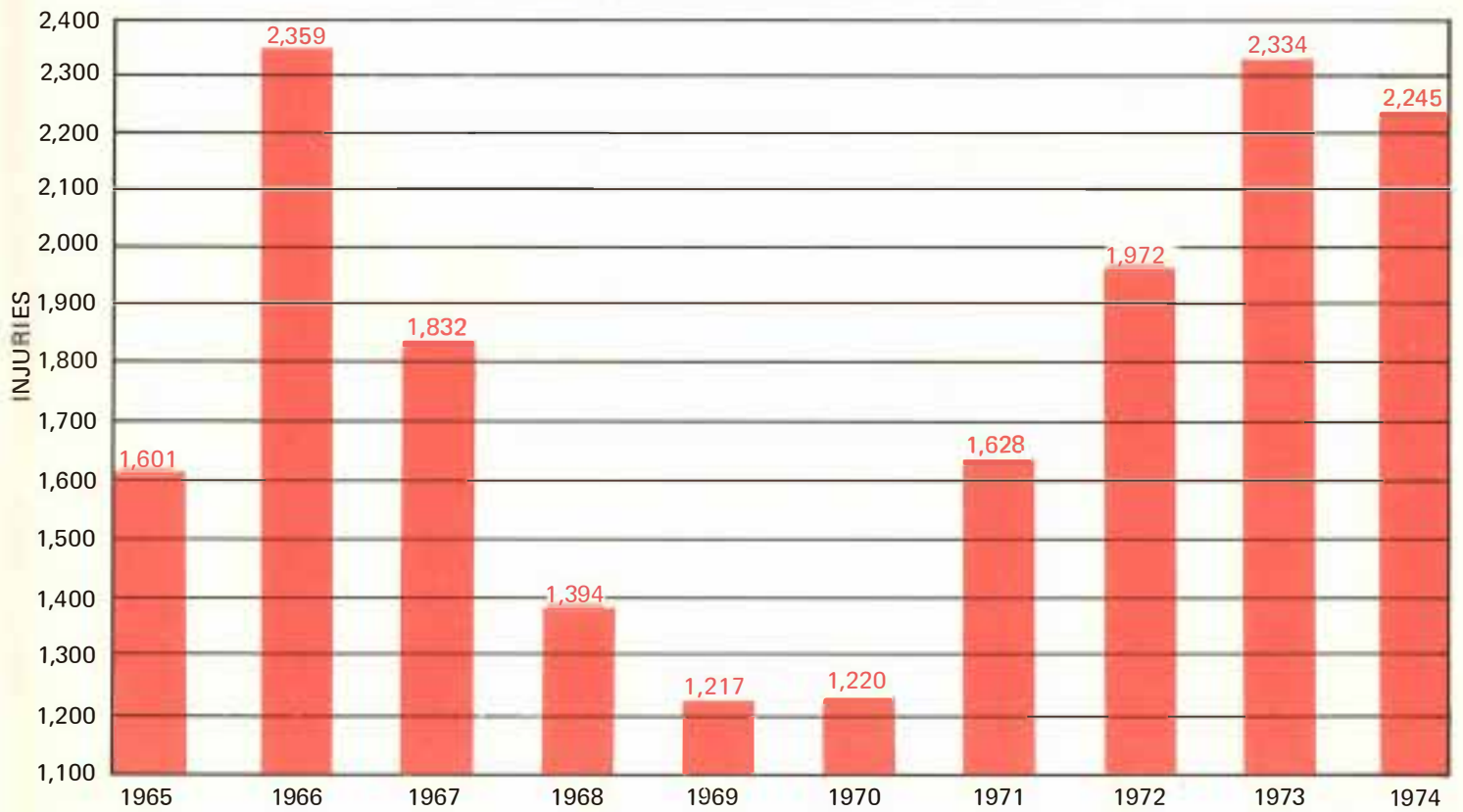
MOTORCYCLES INVOLVED IN ACCIDENTS, 1965 - 1974



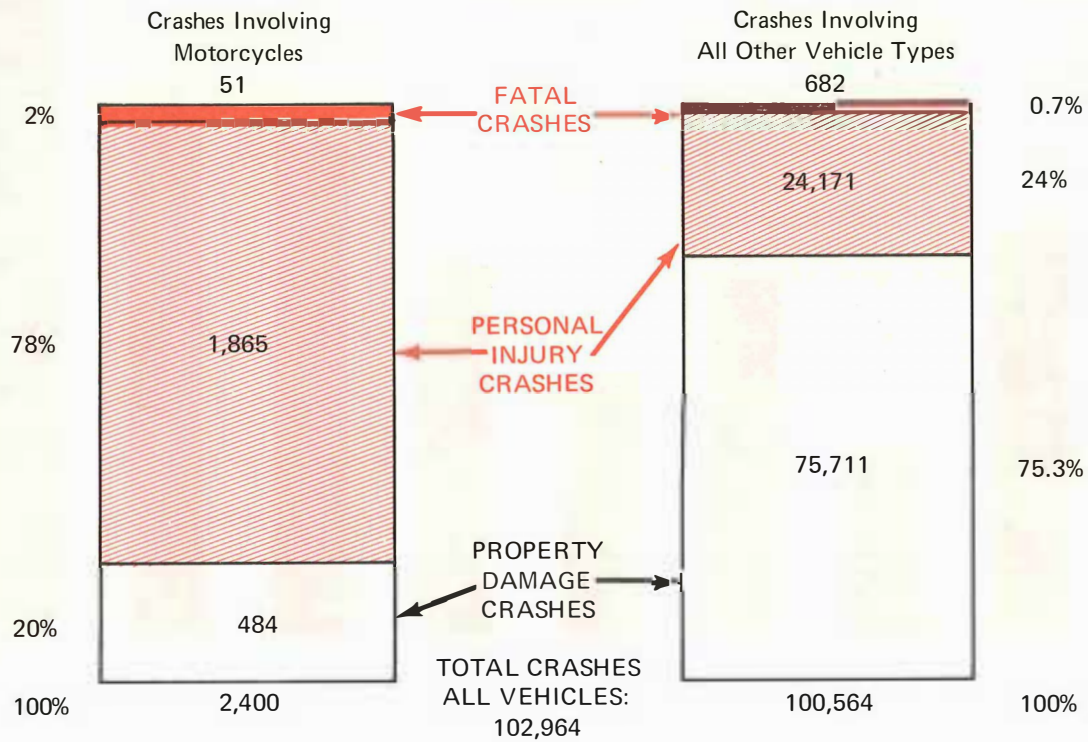
FATALITIES IN MOTORCYCLE CRASHES, 1965 - 1974



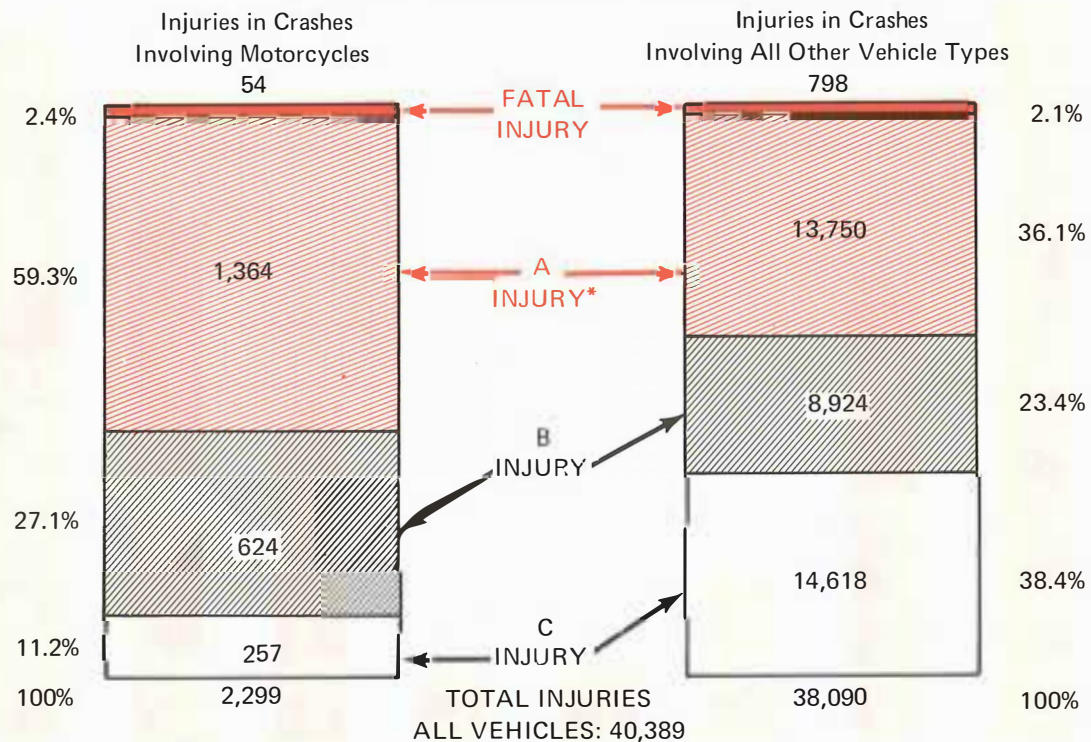
INJURIES IN MOTORCYCLE CRASHES, 1965 - 1974



SEVERITY OF CRASHES INVOLVING MOTORCYCLES AND ALL OTHER MOTOR VEHICLES, 1974



SEVERITY OF INJURIES INVOLVING MOTORCYCLES AND ALL OTHER MOTOR VEHICLES, 1974



* 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

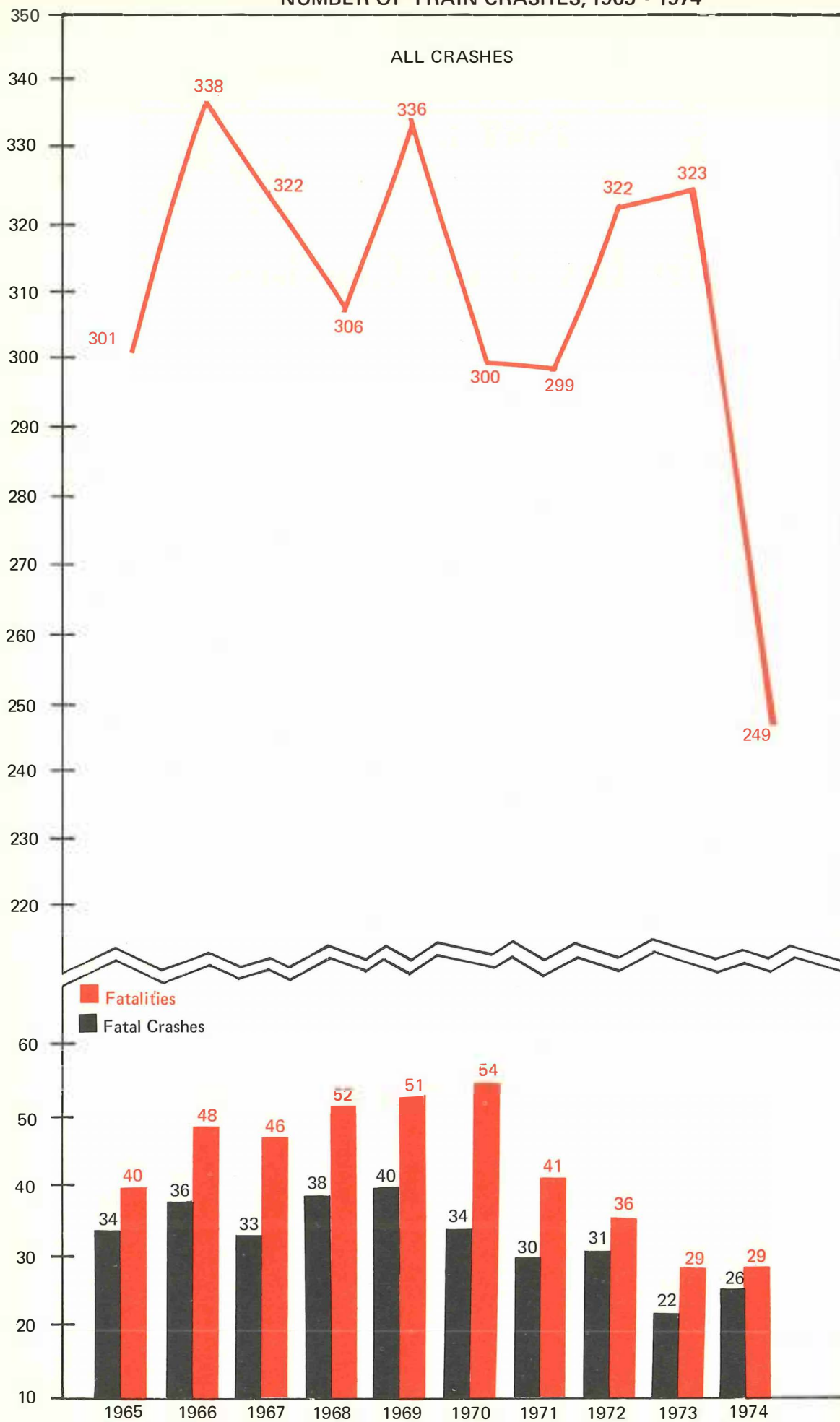
PART 4.

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 1974 there were 249 crashes involving railroad trains and motor vehicles. Twenty-six 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 considerable higher in crashes involving trains than in crashes involving other types of vehicles.

NUMBER OF TRAIN CRASHES, 1965 - 1974



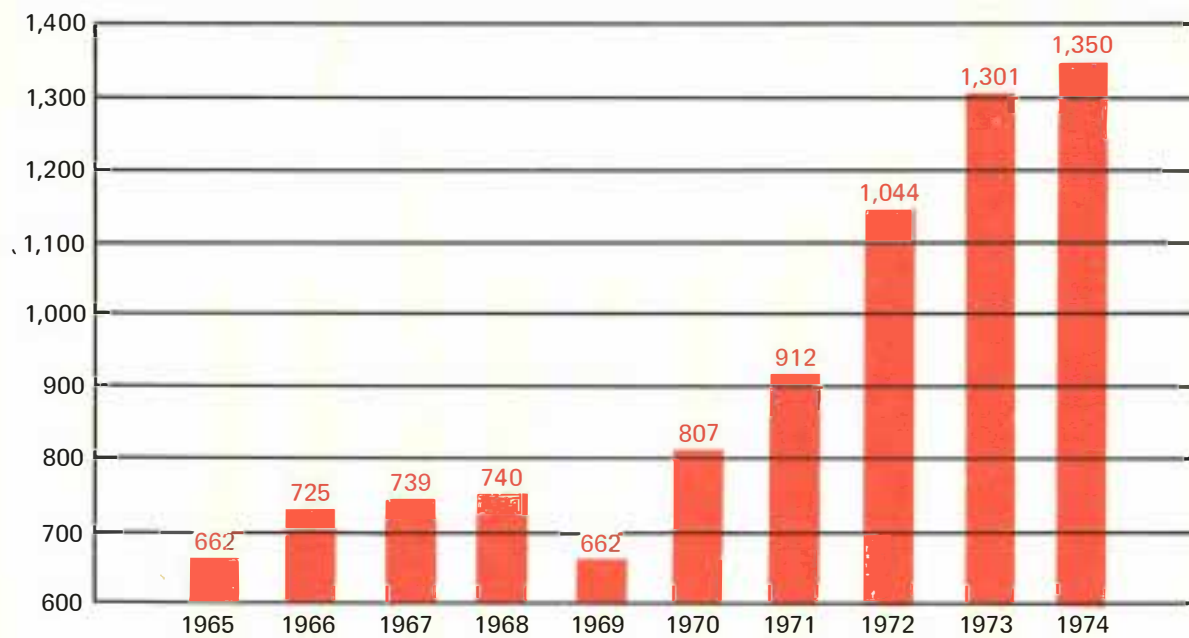
PART 5.

Bicycle - Involved Crashes

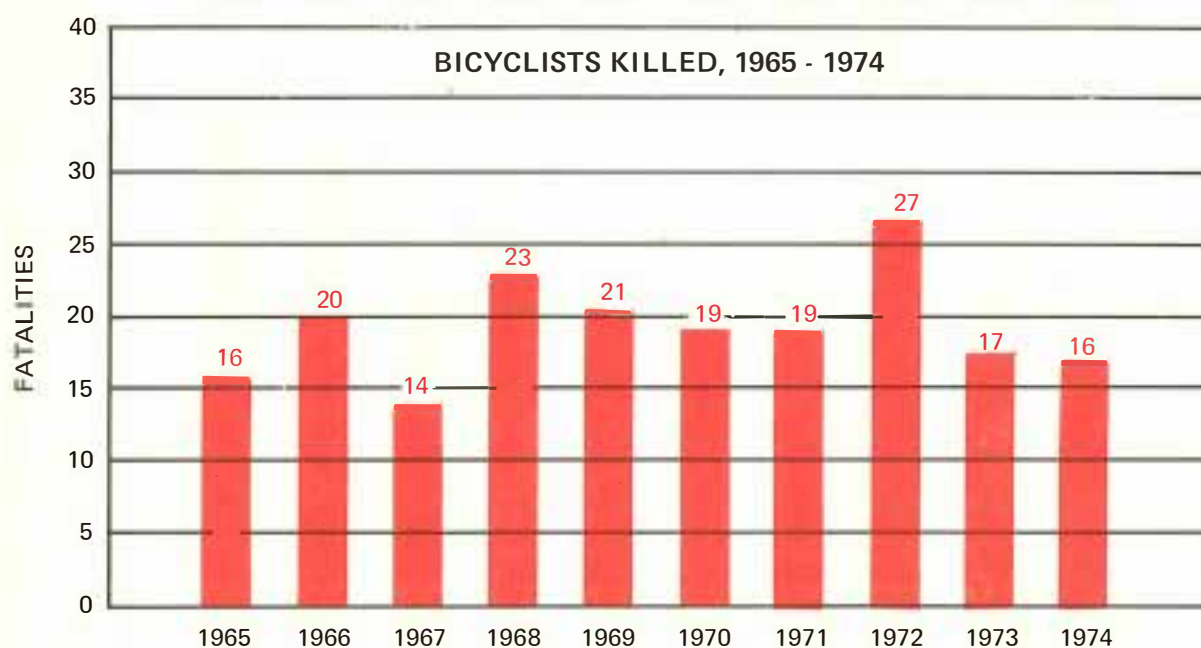
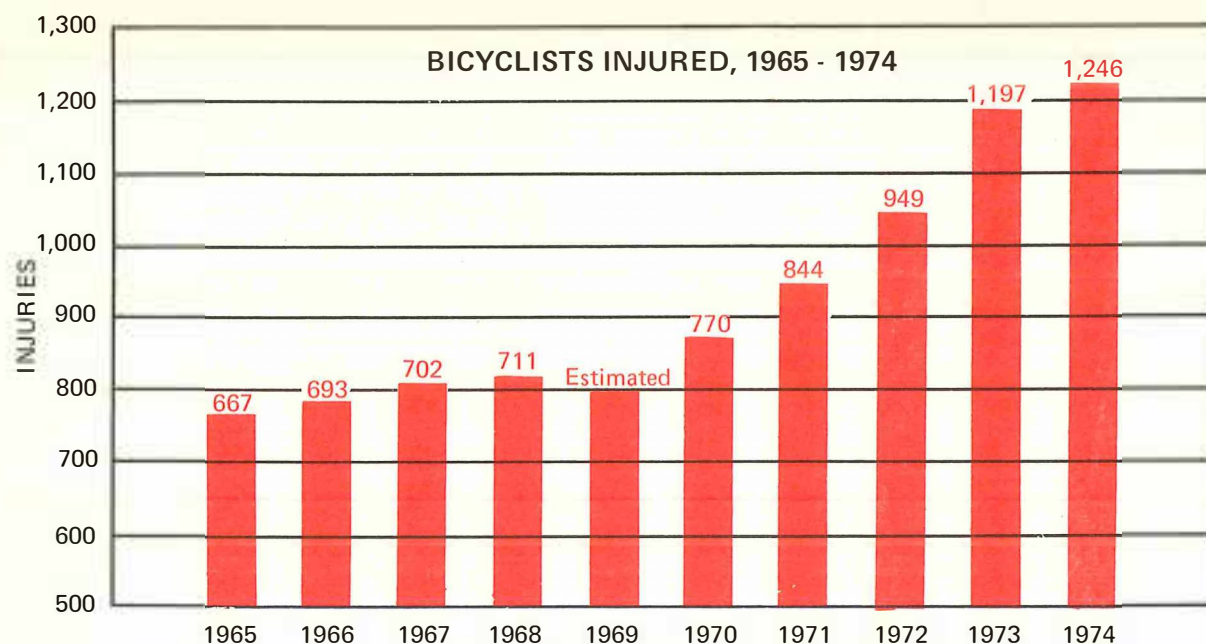
The increasing popularity of the bicycle as a means of transportation, method of exercise, and source of pleasure has obviously contributed to an increase in the numbers of this vehicle type on the roadways and consequently increased the chances for bicyclist involvement in motor vehicle crashes.

The number of bicycle crashes climbed to an all time high for the fifth straight year during 1974, despite several safety programs aimed specifically at this population. Fortunately, the majority of these accidents produced injury rather than death, with 16 bicyclists killed and another 1,246 injured in the 1,350 bicycle-involved crashes. The 16 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, 1965 - 1974



NOTE: A "Bicycle Crash" is a crash in which the first object that was struck by a motor vehicle was a bicyclist.



BICYCLISTS KILLED AND INJURED BY AGE AND SEX, 1974

AGE GROUP	BICYCLISTS KILLED			BICYCLISTS INJURED		
	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL
0-4		1	1	13	9	22
5-9	1	2	3	191	61	252
10-14	7	1	8	327	116	443
15-19	2	1	3	199	95	294
20-24		1	1	63	57	120
25-34				42	18	60
35-44				8	5	13
45-54				6	4	10
55-64				3		3
65-74				5	1	6
75-over				2		2
Not Stated				14	7	21
TOTAL	10	6	16	873	373	1,246

PART 6.

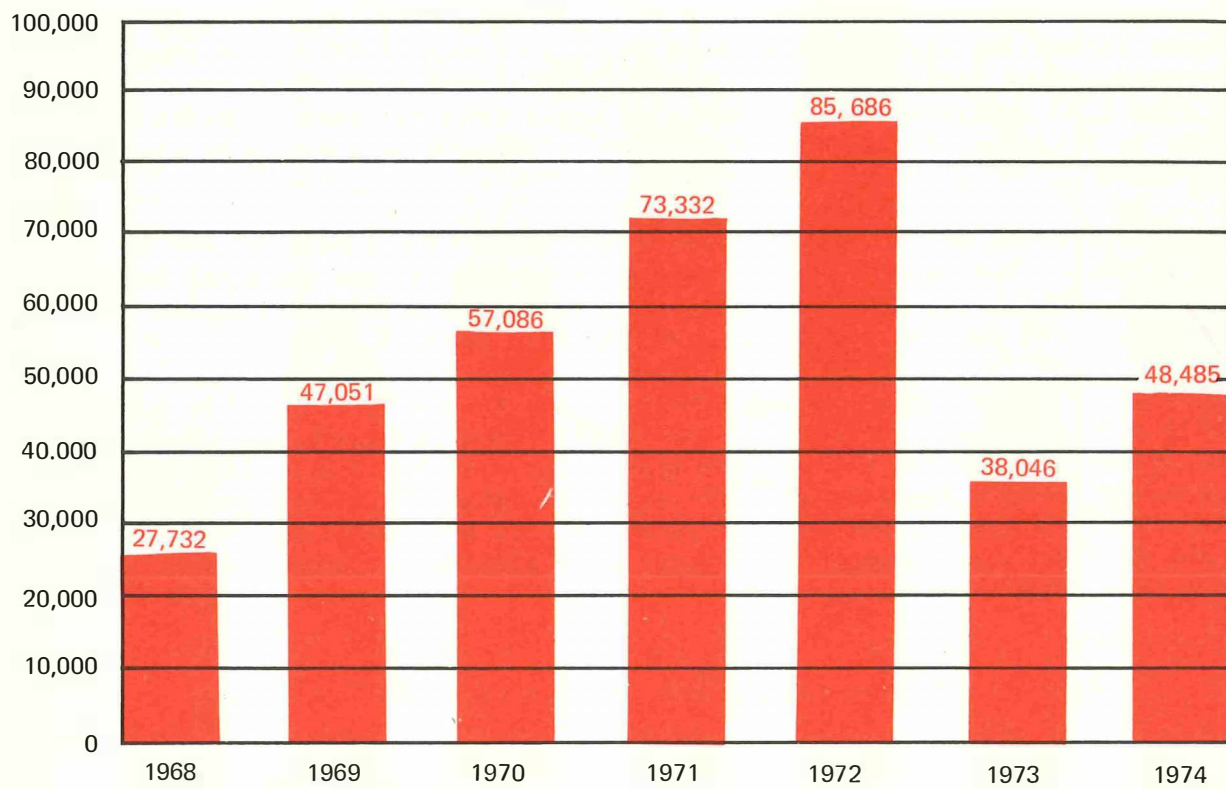
Snowmobile - Involved Crashes

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 tripled since 1968. This ever increasing trend took a sharp downward swing in 1973 when snowmobile registrations were little more than half of the record high which was set in 1972. The 1974 registrations are again on the increase. This increase may possibly be explained by climatic conditions conducive to snowmobile usage during 1974.

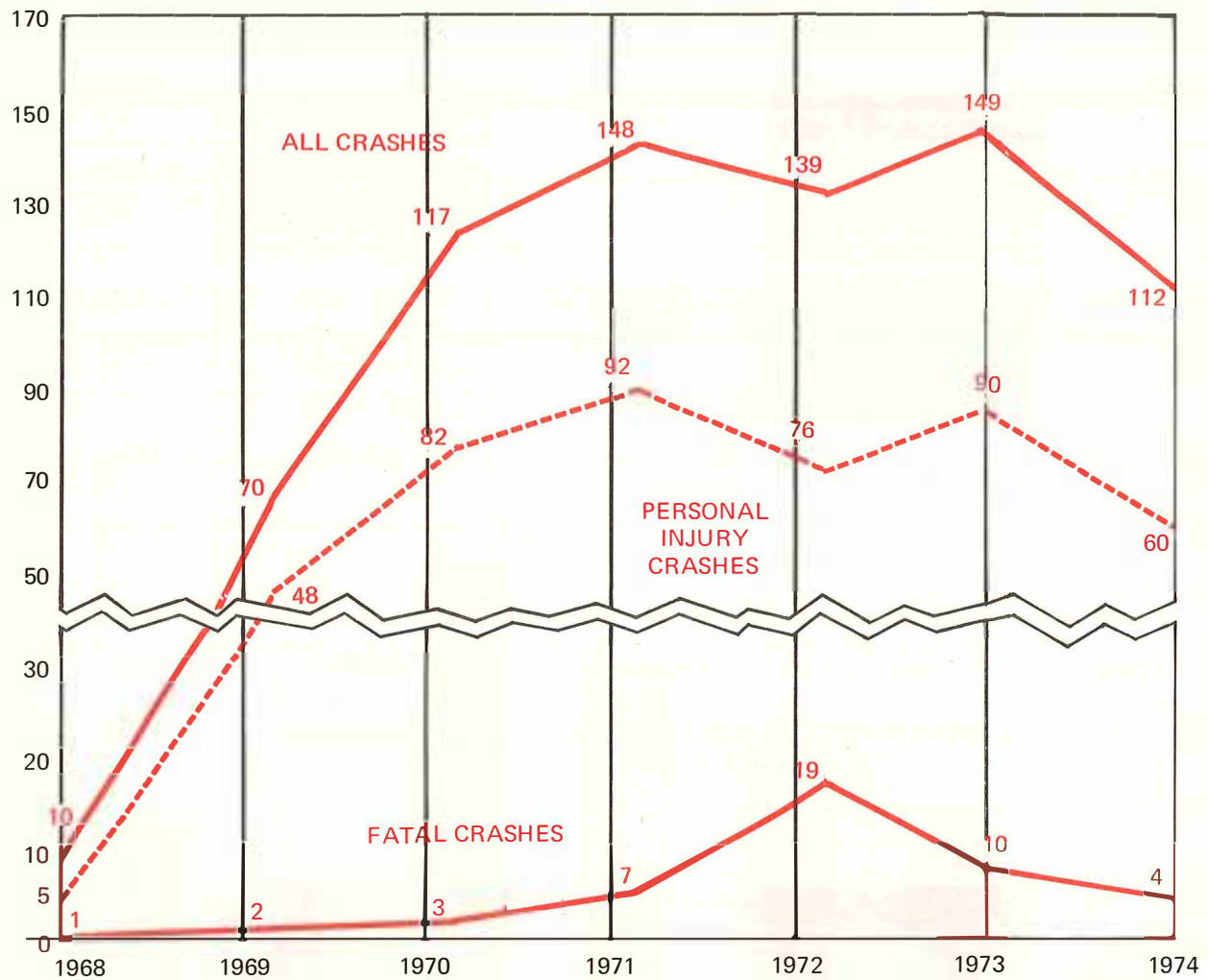
Snowmobile-involved motor vehicle crashes decreased from a high of 149 in 1973 to 112 in 1974. The majority of these accidents were of the personal injury and property damage type, while 4 of them were fatal, killing 5 people. This constitutes a 79% decrease from the peak fatality year of 1972.

The snowmobile rider, like the motorcycle rider, is a very vulnerable individual. The 1974 statistics showed that the snowmobile rider involved in a crash had a better chance of escaping without any type of injury, but had a slightly 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 - 1974



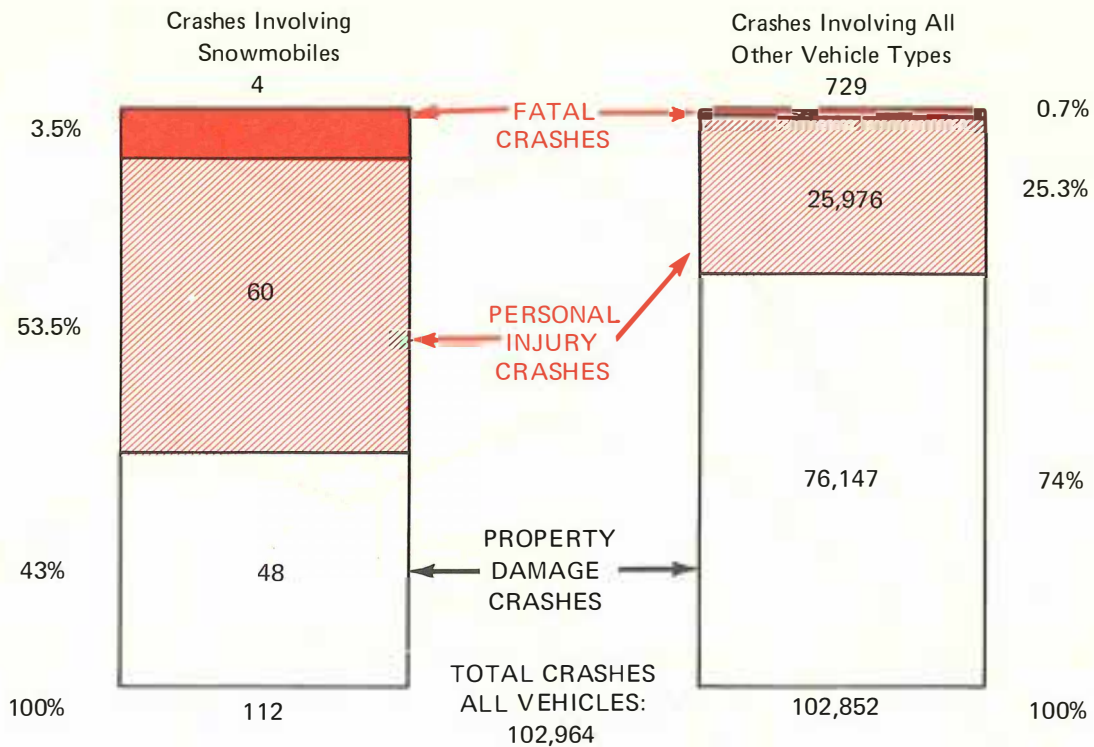
SNOWMOBILE CRASHES, 1968 - 1974



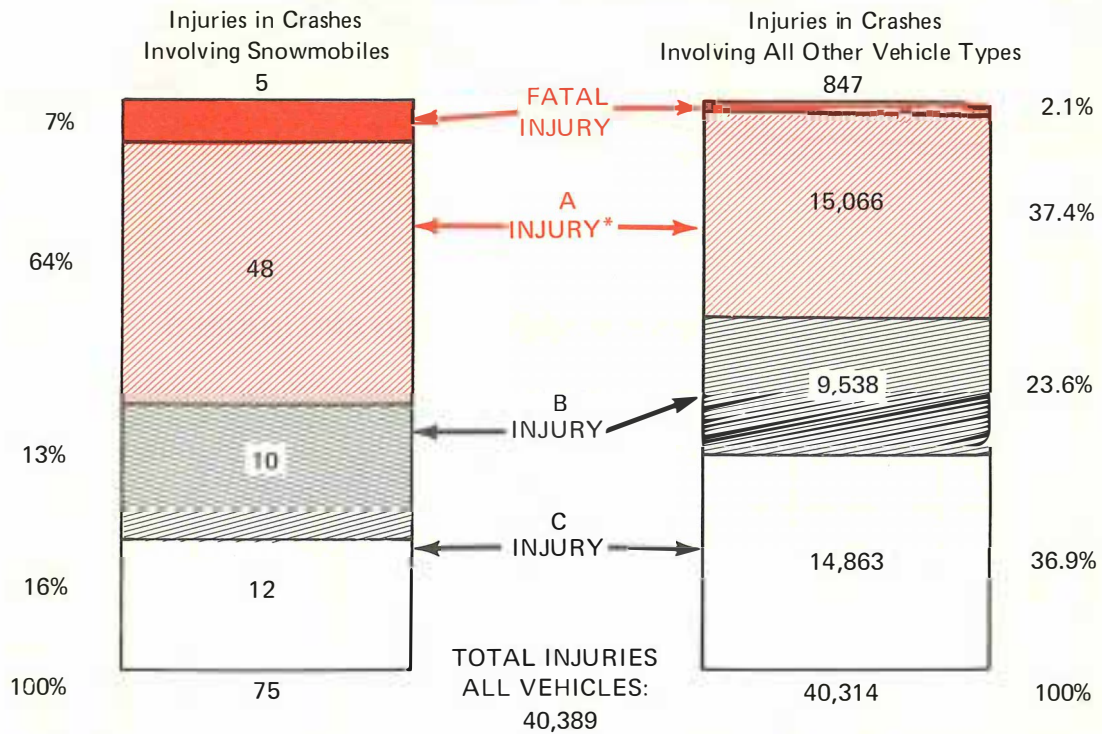
TYPES OF CRASHES AND NUMBER KILLED AND INJURED

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
1974	112	4	60	48	5	70

SEVERITY OF CRASHES INVOLVING SNOWMOBILES AND ALL OTHER MOTOR VEHICLES, 1974



SEVERITY OF INJURIES INVOLVING SNOWMOBILES AND ALL OTHER MOTOR VEHICLES, 1974



*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 1974, 539 school buses were involved in 531 crashes. This is one-half of one percent of all crashes involving motor vehicles in the state. Of this group, 148 school buses were involved in 142 personal injury accidents and 6 fatal crashes, killing 6 people. Four of the six fatalities involved drivers of the other vehicle. Another fatality involved the school bus driver; and another involved a young child who apparently slipped on the corner of an intersection and was run over by the bus's rear wheels.

The statistics from 1965 through 1974 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 6 in 1974.

SCHOOL BUSES INVOLVED IN CRASHES, 1965 - 1974



PART 8.

Teen-Age Driver Crash Facts

Teenage drivers have 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 teenage drivers are correct. Taking many factors into consideration, however, teenage drivers deserve a closer look and fairer evaluation.

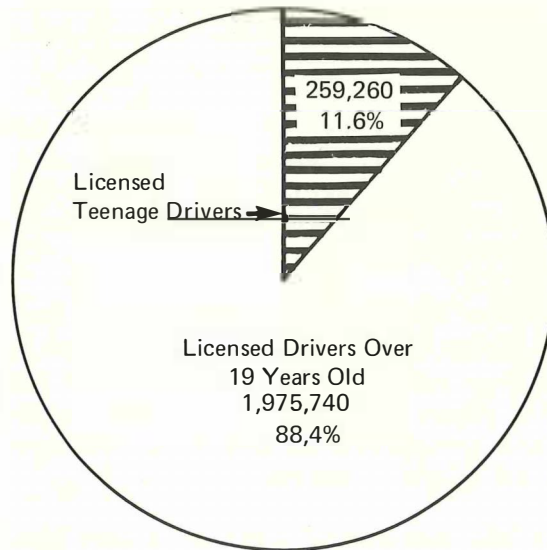
Teenage drivers have always been disproportionately involved in motor vehicle crashes in relation to their actual representation in the licensed population. Although this phenomenon is not unusual (since it is true of most age groups), teenage drivers over the years have normally shown a larger disproportion than other age groups with the exception of the 20-24 category, which exhibits nearly the same amount of disproportion.

Over the last ten years the period of 1967-69 shows the most accident involvement for teenage drivers as a group. During this period, involvement of teenage drivers in crashes reached a high of 16 out of every 100 drivers. Starting in 1970 teenage driver accident levels began to decrease. This decrease stabilized and remained at about 12 out of 100 teenage drivers involved in an accident through 1974. In comparison, during the same 10 year period of 1965 through 1974 an average of 7 out of 100 non-teenage drivers were involved in crashes. During 1973 and 1974 the number of non-teenage drivers involved in accidents dropped to 6 out of 100.

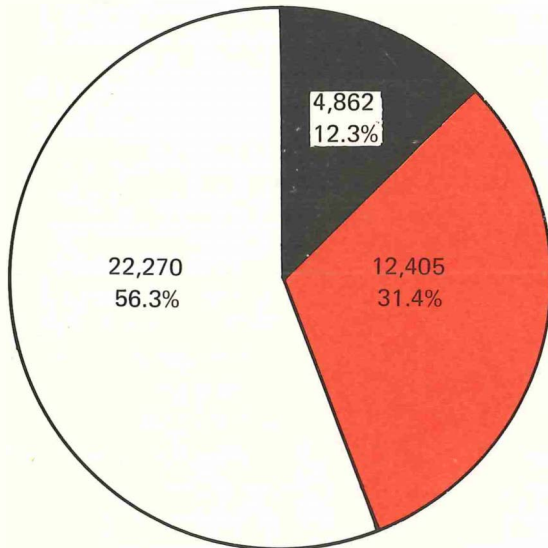
A fairly steady increase can be seen for licensed teenage drivers between 1965 and 1974. Licensed teenage drivers increased from 9.3 percent of the driving population to 11.6 percent. At the beginning of this ten year period teenagers were involved in 17 percent of all accidents. Considering the increased numbers of licensed teenage drivers this increased involvement is not significant.

Teenage driver involvement in accidents over the past five years has remained fairly stable considering the increased numbers of teenage drivers. The number of non-teenage licensed drivers has also increased but their level of accident involvement has decreased. This may show that non-teenage drivers are more conscious of and more affected by safety programs and the energy conservation issue (less driving, less exposure, and reduction in speed). Teenagers' overall driving behavior seems improved but does not reflect the impact of the energy crisis.

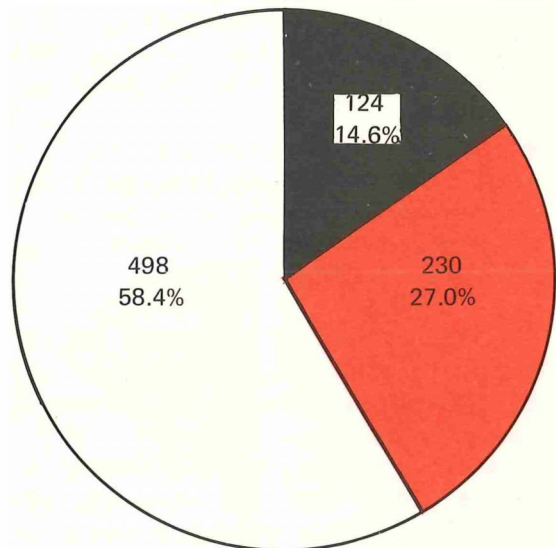
TOTAL ALL LICENSED DRIVERS
2,235,000



TOTAL INJURED
39,537



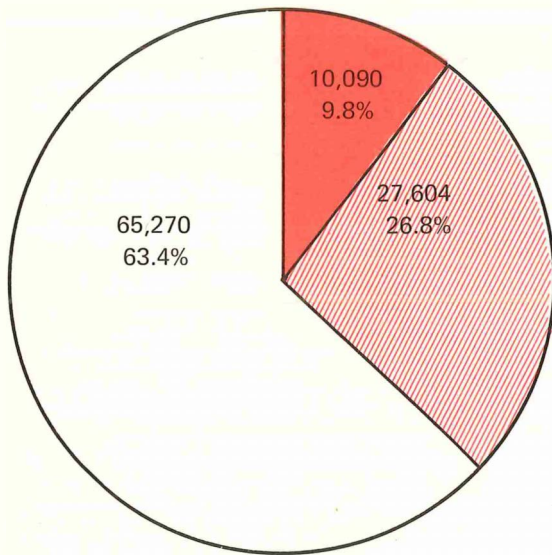
TOTAL KILLED
852



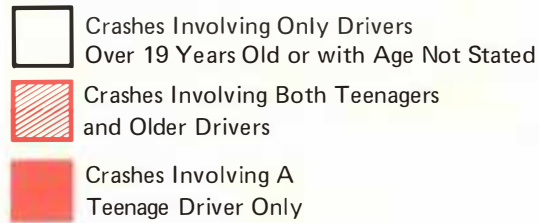
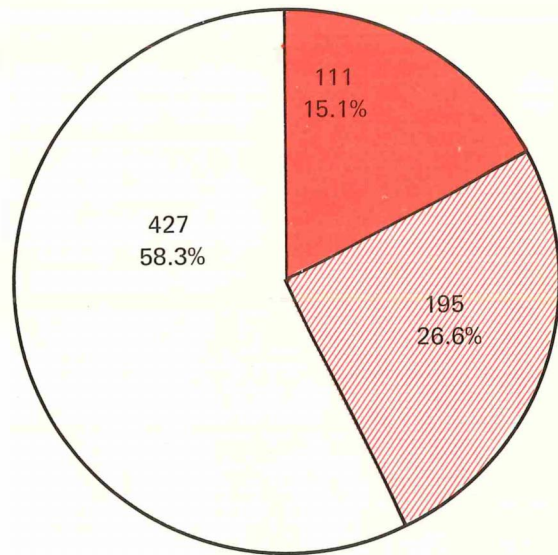
- Injured and Killed in Crashes Involving Only Drivers Over 19 Years Old of With Age Not Stated
- Injured and Killed in Crashes Involving Teenage Drivers Only
- Injured and Killed in Crashes Involving Both Teenagers and Older Drivers

TEENAGE DRIVING RECORD 1974

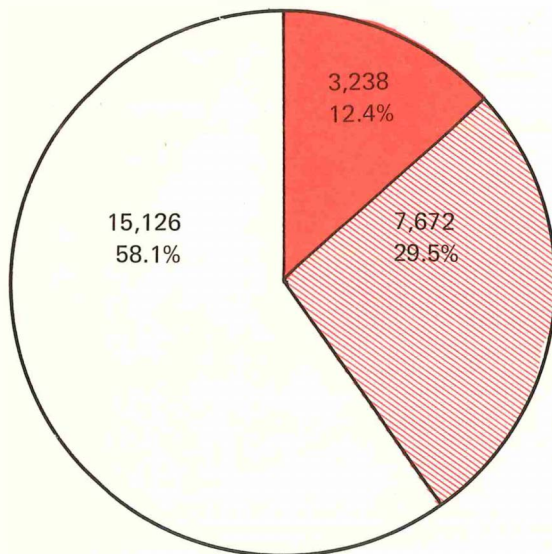
TOTAL CRASHES
102,964



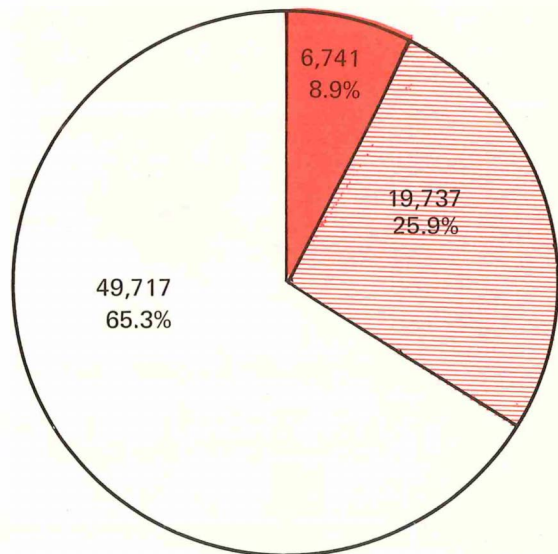
FATAL CRASHES
733



PERSONAL INJURY CRASHES
26,036



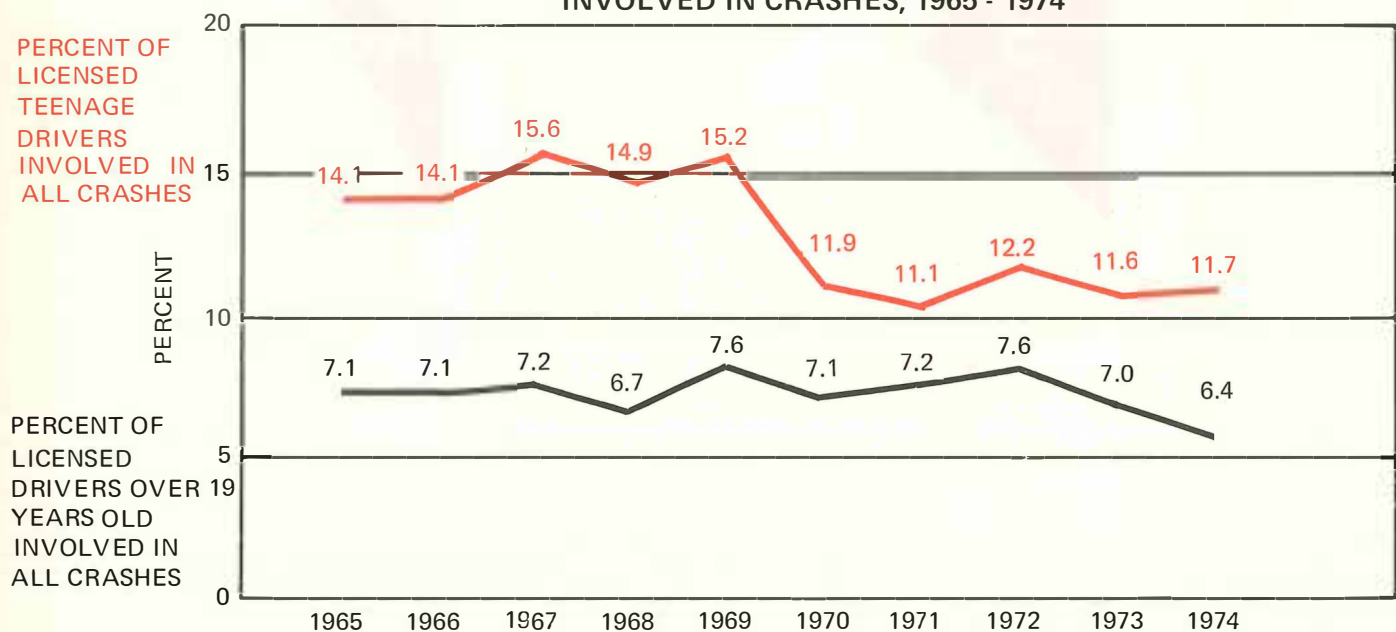
PROPERTY DAMAGE CRASHES
76,195



NUMBER AND RATE OF LICENSED DRIVERS BY AGE, 1965 - 1974

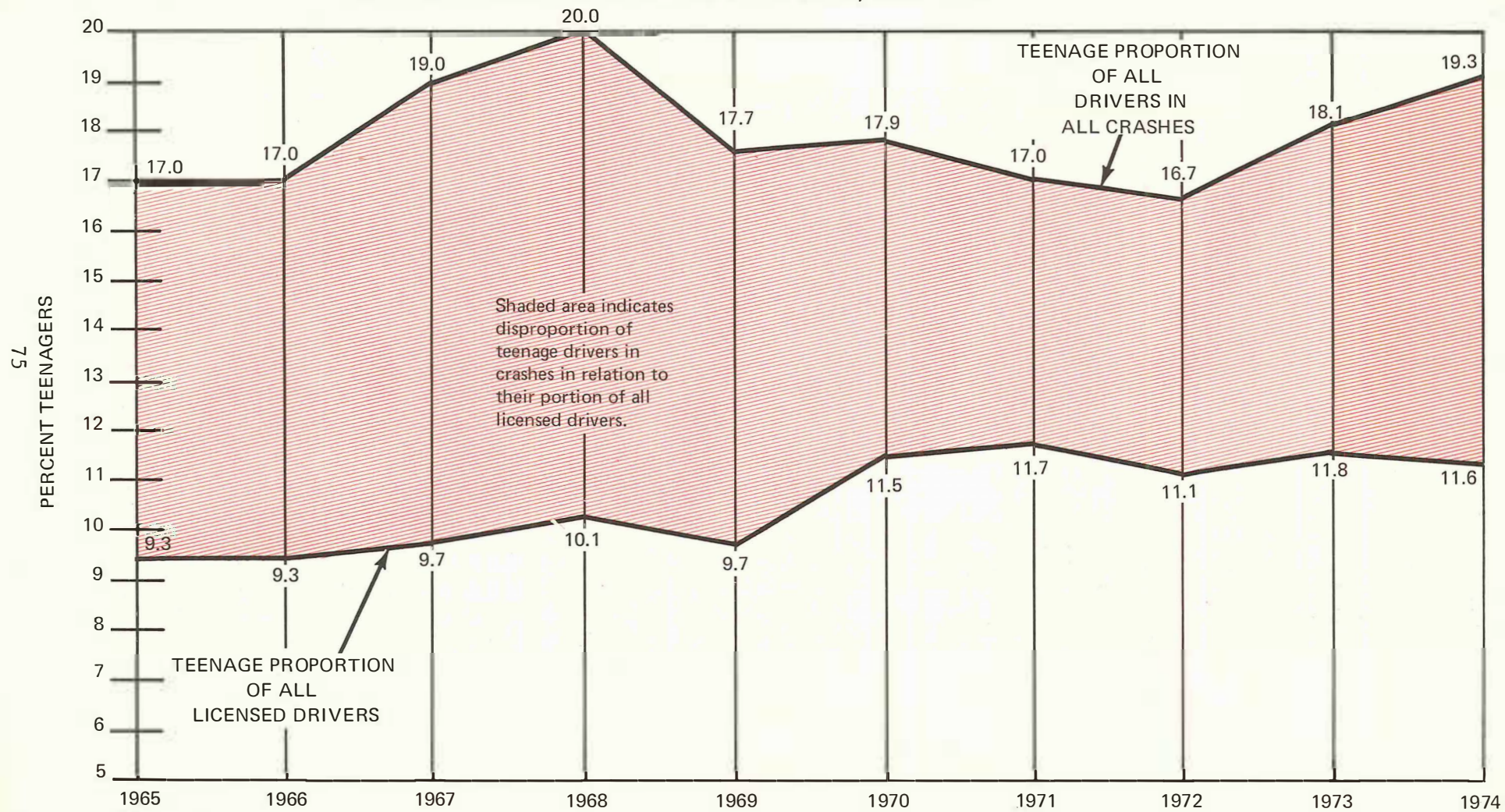
YEAR	TEENAGE	20 YEARS & OLDER	RATE (teenage driver/all other drivers)
1965	172,050	1,677,950	1/10
1966	176,700	1,723,300	1/10
1967	189,150	1,760,850	1/9
1968	202,000	1,798,000	1/9
1969	196,425	1,828,575	1/9
1970	235,750	1,814,250	1/8
1971	248,625	1,876,375	1/8
1972	238,650	1,911,350	1/8
1973	258,510	1,941,490	1/8
1974	259,260	1,975,740	1/8

PERCENT OF TEENAGE AND OTHER* LICENSED DRIVERS INVOLVED IN CRASHES, 1965 - 1974

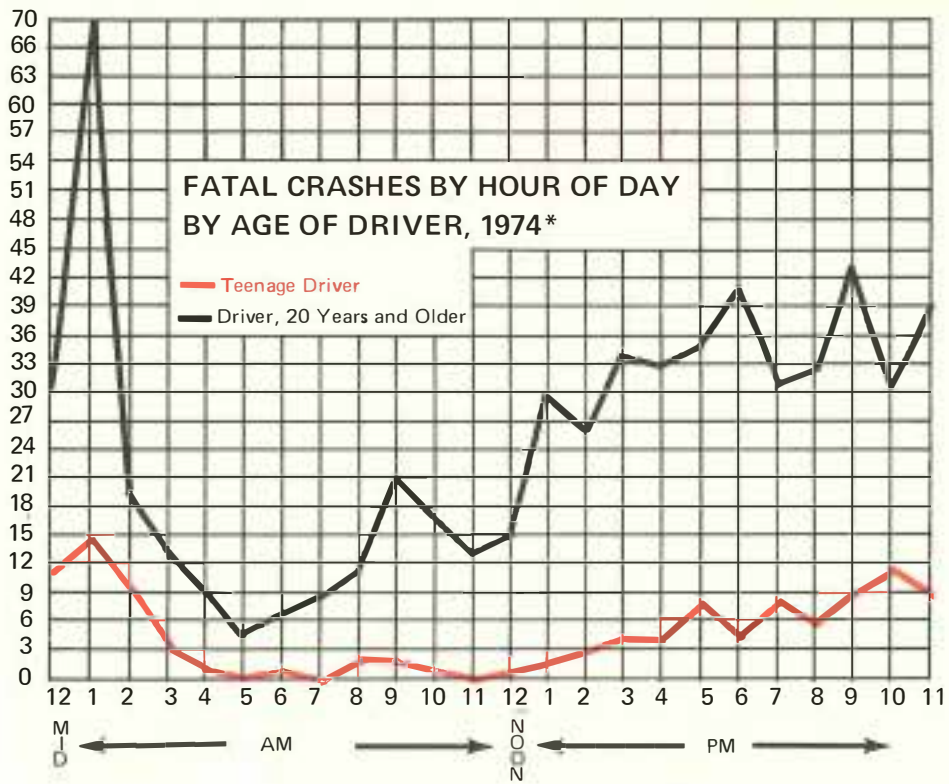


*Drivers with no age stated are not included

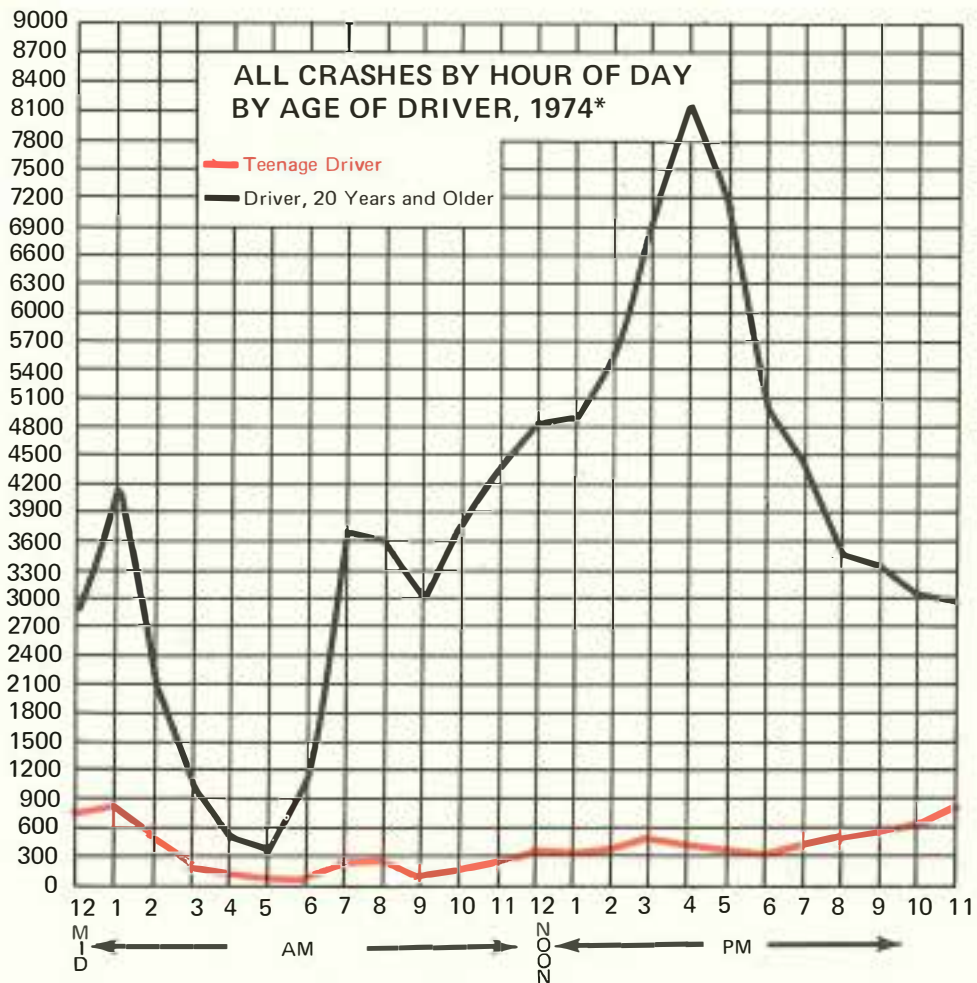
TEENAGE DRIVERS AS A PERCENT OF ALL LICENSED DRIVERS
AND AS A PERCENT OF DRIVERS IN CRASHES, 1965 - 1974*



*Drivers with no age stated are not included



*Drivers whose ages are not stated are not included.



*Drivers whose ages are not stated are not included.

PART 9.

Drinking Drivers and Pedestrians*

In 1974, there were 13,325 DWI (driving while intoxicated) convictions in Minnesota. Out of this group, 19.4 percent or 2,589 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 two 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 920 in 1974.

Although the number of 18-to-20-year-olds arrested for DWI jumped sharply after the age of majority was lowered in June 1973, the percentage of young people testing at or above .10 percent BAC has remained fairly stable at 87 percent. A total of 966 young people were arrested for DWI in 1974, of whom 96 percent tested positive.

There were 501 drivers killed in motor vehicle crashes in 1974. Blood alcohol concentration was determined for 337 (67.3 percent) of these drivers, with 59.9 percent testing positive and 84.4 percent of these at or above the .10 blood alcohol level declared illegal by Minnesota statute. The drinking driver is a danger not only to himself but to all others sharing the road with him: during 1974, 35 percent of the 202 alcohol-positive drivers were involved in multi-vehicle crashes. An additional 60 percent were involved in single-car "ran-off-the-road" and "fixed object" type crashes.

The largest portions of positive-testing fatal cases occurred in August, October and November, with 10.9 percent, 11.4 percent and 12.9 percent respectively. The hours of midnight to 3 a.m. contributed 35.1 percent of all alcohol-positive cases, while the hours of 6-9 p.m. and 9 p.m. to midnight contributed the next highest proportions at 13.9 percent and 25.8 percent respectively.

Since tests for blood alcohol concentration are only required for pedestrian fatalities, there are no statistics available on the alcohol impairment of pedestrians injured in motor vehicle crashes. Of the 106 pedestrians killed in 1974, 46 were tested for alcohol. Of these 46 alcohol-tested fatalities, 28 had alcohol in their bloodstream, with 25 testing at or above the .10 percent BAC level. The two age groups most frequently impaired by alcohol were the 25-to-29-year-olds and people over 65, each group comprising 17.9 percent of the total testing positive.

*Because some data were not available in time for publication of the 1973 edition of Facts on Motor Vehicle Crashes in Minnesota, all 1973 data have been included in the current edition. To avoid confusion, the summary does not cover these statistics.

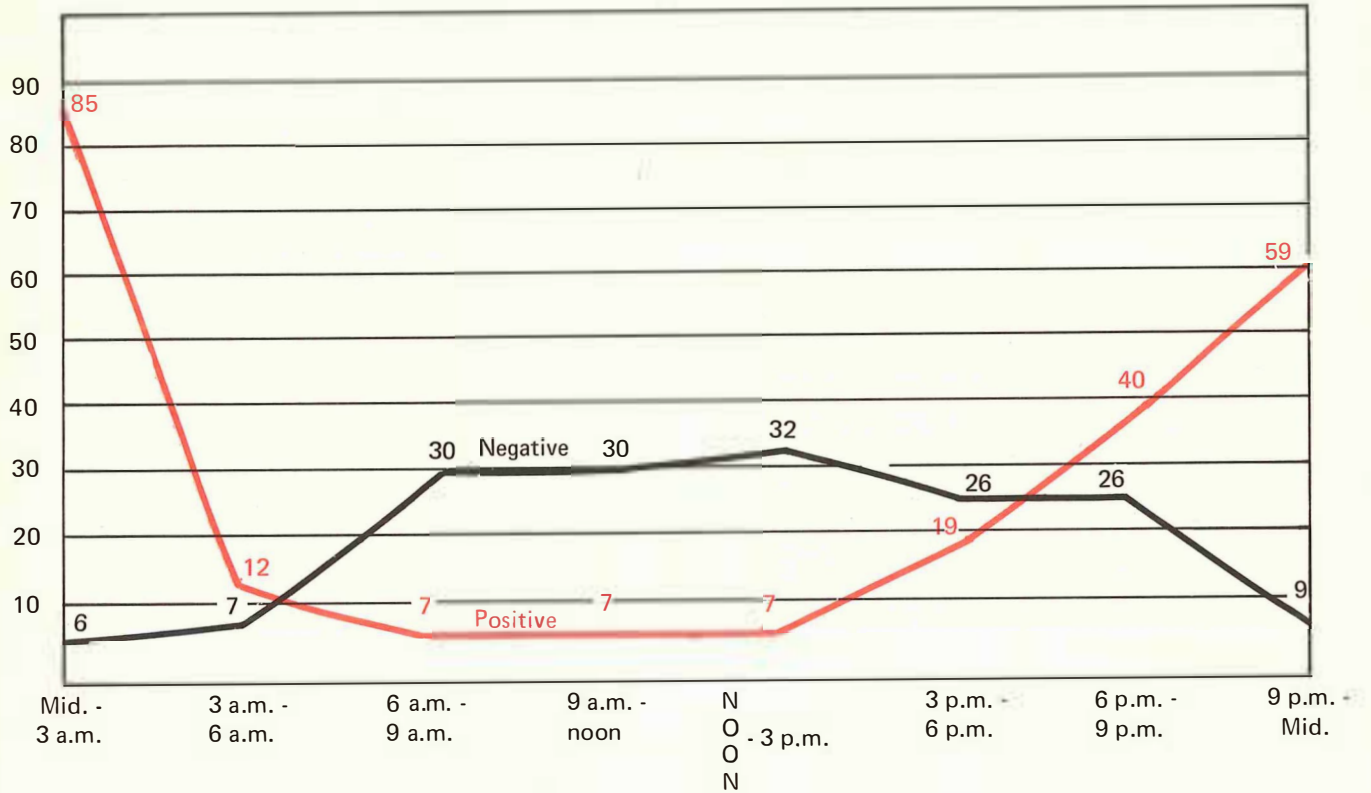
1973 ALCOHOL-POSITIVE DRIVER FATALITIES

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%

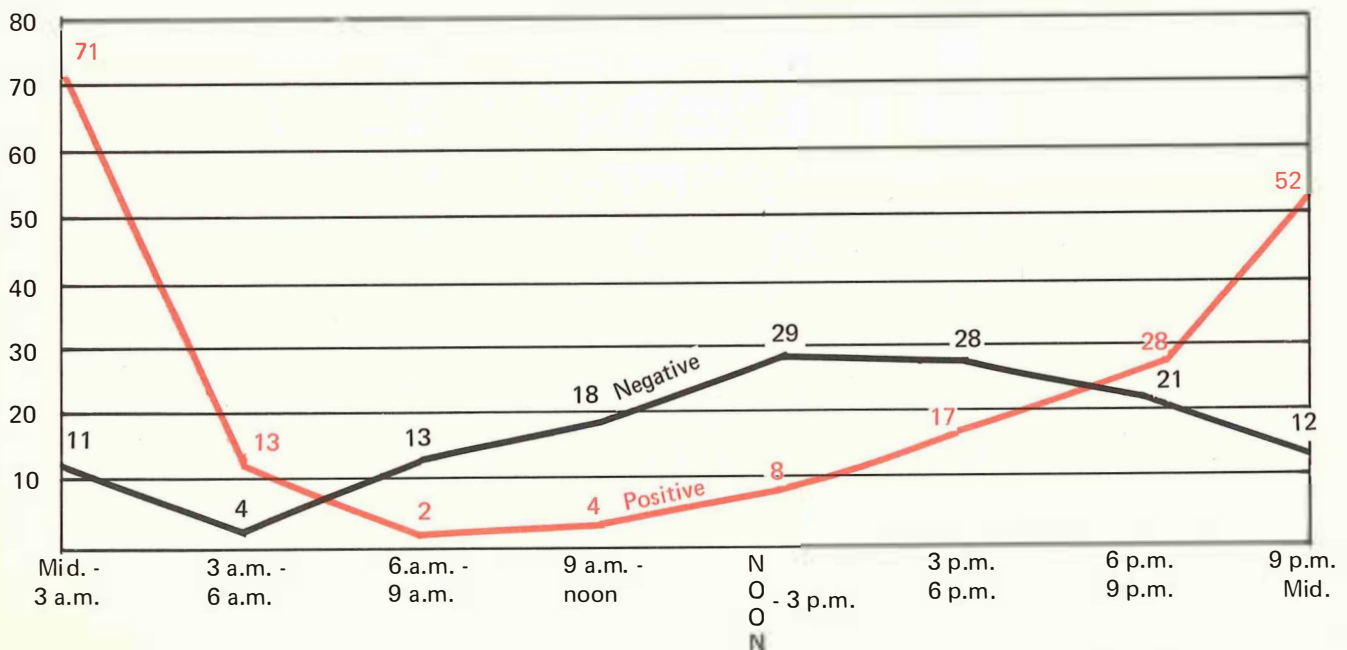
1974 ALCOHOL-POSITIVE DRIVER FATALITIES

TYPE OF CRASH	NUMBER OF DRIVER FATALITIES	PERCENT OF DRIVER FATALITIES
Multi-vehicle Collision	70	34.7%
Ran Off the Road	108	53.5
Collision With:		
Parked Vehicle	3	1.5
Fixed Object	13	6.4
Animal, Other Object, Bicycle	1	.5
Pedestrian	0	0.0
Railroad Train	3	1.5
Snowmobile	0	1.9
Non-collision Including Overturned	4	
TOTALS	202	100%

1973 COMPARISON OF DRINKING VS. NON-DRINKING DRIVER FATALITIES BY TIME OF CRASH



1974 COMPARISON OF DRINKING VS. NON-DRINKING DRIVER FATALITIES BY TIME OF CRASH



DRINKING DRIVER FATALITY SUMMARY, 1968 - 1974

1968	%	1969	%	1970	%	1971	%	1972	%	1973	%	1974	%	
1,060		988		987		1,024		1,031		1,024		852		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	501	58.8	drivers were killed
265	49.9	270	53.5	241	49.4	259	50.8	398	70.2	406	72.4	337	67.3	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	202	60.0	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	171	85.2	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	187	92.6	of the positive cases were male
13	9.0	10	6.9	6	4.2	14	9.0	19	8.3	13	5.4	15	7.4	of the positive cases were female
37	32.5	46	31.3	42	29.5	48	31.0	56	31.6	85	41.3	68	33.6	of the positive cases which tested 0.10% or higher occurred between midnight and 3 a.m.
67	46.6	63	42.9	58	40.8	75	48.4	100	43.7	105	43.8	93	46.0	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	80.9	79	84.9	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	9	4.5	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 BY AGE

AGE	TOTAL KILLED	TOTAL TESTED	POSITIVE	BLOOD ALCOHOL CONCENTRATION (%)					PERCENT OF AGE GROUP POSITIVE	PERCENT OF ALL POSITIVE
				.010- .049	.050- .099	.100- .149	.150- .249	.250- over		
0-17	32	14	8	0	3	1	4	0	25.0%	1.8%
18-20	94	70	42	6	5	12	18	1	44.7	19.1
21-24	89	75	55	0	4	16	29	6	73.3	22.9
25-29	64	51	40	1	1	7	25	6	78.4	16.7
30-34	37	32	25	2	2	4	13	4	78.1	10.4
35-39	40	33	16	1	0	2	9	4	48.5	6.7
40-44	21	13	8	0	0	2	5	1	61.5	3.3
45-49	28	21	10	2	1	0	6	1	47.6	4.2
50-54	31	25	14	0	2	2	9	1	56.0	5.8
55-59	23	16	8	0	1	3	1	3	50.0	3.3
60-64	29	15	6	0	1	1	1	3	40.0	2.5
65-up	73	41	8	1	1	0	4	2	19.5	3.3
Unknown										
TOTALS	561	406	240	13	21	50	124	32	59.1%	100.0%

1974 DRIVER FATALITIES, LEVEL OF INTOXICATION BY AGE

AGE	TOTAL KILLED	TOTAL TESTED	POSITIVE	BLOOD ALCOHOL CONCENTRATION (%)					PERCENT OF AGE GROUP POSITIVE	PERCENT OF ALL POSITIVE
				.010- .049	.050- .099	.100- .149	.150- .249	.250- over		
0-17	30	14	9	2	2	2	3	0	64.3%	4.5%
18-20	90	59	36	0	4	7	24	1	61.0	17.8
21-24	91	66	48	3	3	10	28	4	72.7	23.8
25-29	60	47	33	1	4	3	18	7	70.2	16.3
30-34	30	24	15	0	0	3	9	3	62.5	7.4
35-39	21	14	14	0	4	1	6	3	100.0	6.9
40-44	17	14	8	1	1	1	5	0	57.2	4.0
45-49	27	21	11	0	0	2	5	4	52.3	5.4
50-54	22	16	8	0	0	0	4	4	50.0	4.0
55-59	20	13	3	0	1	0	0	2	23.1	1.5
60-64	25	15	7	1	2	1	1	2	46.7	3.4
65-up	65	32	9	0	2	1	6	0	28.1	4.5
Unknown	3	2	1	0	0	0	0	1	50.0	.5
TOTALS	501	337	202	8	23	31	109	31	59.9%	100.0%

1973 DRIVER FATALITIES' LEVEL OF INTOXICATION BY TIME OF CRASH

TIME	TOTAL KILLED	TOTAL TESTED	TOTAL POSITIVE	BLOOD ALCOHOL CONCENTRATION (%)					PERCENT OF ALL POSITIVE
				.010 - .049	.050 - .099	.100 - .149	.150 - .249	.250 - over	
Mid-3am	111	91	85	3	7	23	43	32	35.4%
3am-6am	25	19	12	1	1	1	8	1	5.0%
6am-9am	48	37	7	1	0	1	3	2	2.9%
9am-Noon	57	37	7	0	2	0	5	0	2.9%
Noon-3pm	57	39	7	0	0	1	5	1	2.9%
3pm-6pm	71	45	19	1	2	6	9	1	7.9%
6pm-9pm	93	66	40	2	2	9	17	10	16.7%
9pm-Mid	91	68	59	5	6	8	33	7	24.6%
Unknown	8	4	4	0	1	1	1	1	1.7%
TOTALS	561	406	240	13	21	50	124	32	100.0%

1974 DRIVER FATALITIES' LEVEL OF INTOXICATION BY TIME OF CRASH

TIME	TOTAL KILLED	TOTAL TESTED	TOTAL POSITIVE	BLOOD ALCOHOL CONCENTRATION (%)					PERCENT OF ALL POSITIVE
				.010 - .049	.050 - .099	.100 - .149	.150 - .249	.250 - over	
Mid-3am	99	82	71	0	3	12	48	8	35.1%
3am-6am	22	17	13	0	4	2	6	1	6.4%
6am-9am	20	15	2	0	1	0	1	0	.9%
9am-Noon	44	22	4	0	1	1	2	0	2.0%
Noon-3pm	59	37	8	1	1	2	2	2	4.0%
3pm-6pm	79	45	17	2	4	1	7	3	8.4%
6pm-9pm	81	49	28	2	5	5	12	4	13.9%
9pm-Mid	88	64	52	1	3	7	29	12	25.8%
Unknown	9	7	7	2	1	1	2	1	3.5%
TOTALS	501	337	202	8	23	31	109	31	100.0%

1973 DRIVER FATALITIES' LEVEL OF INTOXICATION BY MONTH OF CRASH

MONTH	TOTAL KILLED	TOTAL TESTED	TOTAL POSITIVE	BLOOD ALCOHOL CONCENTRATION (%)					PERCENT OF ALL POSITIVE
				.010 - .049	.050 - .099	.100 - .149	.150 - .249	.250 - over	
January	35	22	12	2	1	3	6	0	5.0%
February	22	15	8	0	0	4	4	0	3.3%
March	40	33	17	0	1	2	8	6	7.1%
April	37	25	16	1	2	6	5	2	6.7%
May	47	30	20	0	1	5	12	2	8.3%
June	52	46	33	1	5	8	15	4	13.7%
July	65	43	21	3	2	0	13	3	8.7%
August	54	38	27	2	4	6	8	7	11.3%
September	57	39	22	2	1	5	10	4	9.2%
October	54	45	27	0	3	5	18	1	11.3%
November	59	44	24	1	0	3	18	2	10.0%
December	39	26	13	1	1	3	7	1	5.4%
TOTALS	561	406	240	13	21	50	124	32	100.0%

1974 DRIVER FATALITIES' LEVEL OF INTOXICATION BY MONTH OF CRASH

MONTH	TOTAL KILLED	TOTAL TESTED	TOTAL POSITIVE	BLOOD ALCOHOL CONCENTRATION (%)					PERCENT OF ALL POSITIVE
				.010 - .049	.050 - .099	.100 - .149	.150 - .249	.250 - over	
January	23	18	10	1	2	0	5	2	5.0%
February	30	21	9	0	1	1	5	2	4.5%
March	39	32	17	1	0	2	10	4	8.4%
April	33	22	13	0	1	5	5	2	6.4%
May	28	24	19	1	2	1	9	6	9.4%
June	52	22	13	1	3	3	4	2	6.4%
July	51	32	16	1	4	1	10	0	7.9%
August	48	32	22	0	1	5	14	2	10.9%
September	58	42	23	0	2	3	15	3	11.4%
October	51	30	20	1	2	3	10	4	9.9%
November	54	36	26	2	2	3	15	4	12.9%
December	34	26	14	0	3	4	7	0	6.9%
TOTALS	501	337	202	8	23	31	109	31	100.0%

1973 DRIVER FATALITIES' LEVEL OF INTOXICATION BY ROAD CLASS OF CRASH

ROAD CLASS	TOTAL KILLED	TOTAL TESTED	TOTAL POSITIVE	BLOOD ALCOHOL CONCENTRATION (%)					PERCENT OF ALL POSITIVE
				.010 - .049	.050 - .099	.100 - .149	.150 - .249	.250 - over	
INTERSTATE rural	11	9	7	0	1	3	2	1	2.9%
INTERSTATE urban	22	21	15	2	1	2	10	0	6.3%
TRUNK HWY rural	237	171	91	6	6	18	49	12	37.9%
TRUNK HWY urban	59	46	24	1	0	5	16	2	10.0%
COUNTY ROAD	174	118	81	3	8	17	40	13	33.7%
CITY STREET	32	22	15	0	4	2	5	4	6.3%
TOWNSHIP ROAD	26	19	7	1	1	3	2	0	2.9%
TOTALS	561	406	240	13	21	50	124	32	100.0%

1974 DRIVER FATALITIES' LEVEL OF INTOXICATION BY ROAD CLASS OF CRASH

ROAD CLASS	TOTAL KILLED	TOTAL TESTED	TOTAL POSITIVE	BLOOD ALCOHOL CONCENTRATION (%)					PERCENT OF ALL POSITIVE
				.010 - .049	.050 - .099	.100 - .149	.150 - .249	.250 - over	
INTERSTATE rural	9	6	1	0	0	0	0	1	.5%
INTERSTATE urban	15	13	7	0	0	1	4	2	3.4%
TRUNK HWY rural	203	143	76	4	9	14	37	12	37.6%
TRUNK HWY urban	56	40	21	0	3	4	10	4	10.4%
COUNTY ROAD	163	105	79	3	9	10	45	12	39.1%
CITY STREET	30	19	12	0	2	2	8	0	5.9%
TOWNSHIP ROAD	25	11	6	1	0	0	5	0	3.0%
TOTALS	501	337	202	8	23	31	109	31	100.0%

DWI CONVICTIONS, 1965 - 1974

1974	13,325
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

THE IMPLIED CONSENT LAW, 1965 - 1974

1974	920
1973	871
1972	568
1971	423
1970	855
1969	691
1968	166
1967	22
1966	22
1965	25

REPEAT DWI CONVICTIONS, 1966 - 1974

	1966	1967	1968	1969	1970	1971	1972	1973	1974
Second Conviction	851	708	983	1,162	1,316	1,454	1,716	1,480	1,803
Third Conviction	197	200	228	276	351	370	419	479	591
Fourth Conviction	44	34	48	41	64	57	98	102	143
Fifth Conviction	11	7	7	10	22	23	24	20	40
Sixth Conviction	3	2	4	3	3	6	4	6	10
Seventh Conviction	0	0	0	0	3	1	2	7	2
Eighth Conviction	2	0	0	0	1	2	2	0	0
Ninth Conviction	2	1	0	0	0	1	0	0	0
Tenth Conviction	0	0	0	0	0	1	0	0	0
Eleventh Conviction	0	0	0	0	0	0	1	0	0
Twelfth Conviction	0	0	0	0	0	0	1	0	0
Total Repeat Convictions	1,110	952	1,270	1,492	1,760	1,915	2,267	2,094	2,589
Total DWI Convictions	5,792	5,977	7,431	8,471	8,634	9,687	11,303	13,047	13,325
Percent Repeat Convictions	19.2%	15.9%	17.1%	17.6%	20.4%	19.8%	20.1%	16.0%	19.4

BLOOD ALCOHOL LEVELS IN 1973 DWI ARRESTS
(Samples Analyzed by State)

AGE	TOTAL TESTED	TOTAL NEGATIVE	BLOOD ALCOHOL CONCENTRATION (%)					TOTAL POSITIVE	% OF AGE GROUP POSITIVE	PERCENT OF TOTAL TESTING POSITIVE
			.010 - .049	.050 - .099	.100 - .149	.150 - .249	.250 - over			
Not Stated	635	45	8	29	78	382	93	590	93%	11%
17 and Under	148	17	8	33	39	50	1	131	89%	2%
18-20	795	38	50	79	204	401	23	757	95%	14%
21-24	840	41	8	58	137	539	57	799	95%	15%
25-34	1,157	36	4	26	147	784	160	1,121	97%	20%
35-44	790	17	1	21	70	489	192	773	98%	14%
45-54	701	9	4	9	58	437	184	692	99%	13%
55-64	437	6	0	13	46	256	116	431	99%	8%
65-over	165	8	2	5	24	96	30	157	95%	3%
TOTALS	5,668	217	85	273	803	3,434	856	5,451	96.2%	100.0%

BLOOD ALCOHOL LEVELS IN 1974 DWI ARRESTS
(Samples Analyzed by State Laboratory)

AGE	TOTAL TESTED	TOTAL NEGATIVE	BLOOD ALCOHOL CONCENTRATION (%)					TOTAL POSITIVE	% OF AGE GROUP POSITIVE	PERCENT OF TOTAL TESTING POSITIVE
			.010 - .049	.050 - .099	.100 - .149	.150 - .249	.250 - over			
Not Stated	770	29	15	34	135	434	123	741	96%	12%
17 and Under	187	16	9	28	66	66	2	171	91%	3%
18-20	966	43	28	93	251	520	31	923	95%	15%
21-24	1,023	39	10	47	183	674	70	984	96%	16%
25-34	1,384	37	11	37	183	920	196	1,347	97%	22%
35-44	781	15	11	20	63	479	193	766	98%	12%
45-54	720	17	5	13	65	426	194	703	97%	11%
55-64	424	8	5	13	45	244	109	416	98%	7%
65-over	144	4	2	11	24	83	20	140	97%	2%
TOTALS	6,399	210	96	296	1,015	3,846	938	6,191	96.1%	100.0%

**BLOOD ALCOHOL CONCENTRATION OF 18-TO-20-YEAR-OLDS ARRESTED FOR DWI
JUNE-DECEMBER 1972 (illegal consumption) VS. JUNE-DECEMBER 1973 AND 1974 (legal consumption)**

		TOTAL TESTED	TOTAL NEGATIVE	BAC .010 - .099	BAC .100 - ABOVE	TOTAL POSITIVE	PERCENT OF TOTAL POSITIVE IN EACH AGE OVER .10 BAC
AGE							
1972	18	128	10	26	92	118	78%
	19	102	5	16	81	97	84%
	20	98	7	9	82	91	90%
	TOTALS	328	22	51	255	306	84%
1973	18	182	7	34	141	175	81%
	19	189	5	29	155	184	84%
	20	167	6	25	136	161	84%
	TOTALS	538	18	88	432	520	83%
1974	18	207	10	29	168	197	85%
	19	224	13	34	177	211	84%
	20	185	8	20	157	177	89%
	TOTALS	616	31	83	502	585	86%

HIGHWAY PATROL DWI ARRESTS AND CONVICTIONS, 1965 - 1974

YEAR	NUMBER ARRESTS	NUMBER CONVICTIONS	PERCENT CONVICTIONS
1974	4,832	3,483	72.1
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

BLOOD ALCOHOL LEVELS IN STATEWIDE DWI ARRESTS, 1969 - 1974 (SAMPLES ANALYZED BY STATE LABORATORY)

ALCOHOL LEVEL (Percent)	1969	1970	1971	1972	1973	1974
Negative (.000 - .009)	137	151	166	193	242	210
.010 - .049	114	86	52	80	60	98
.050 - .099	178	176	229	237	271	298
.100 - .149	559	612	469	676	794	1,019
.150 - .199	1,154	1,343	1,653	1,985	1,803	2,021
.200 - .249	878	905	1,063	1,422	1,647	1,847
.250 - .299	327	293	570	658	621	718
.300 - .349	52	54	74	141	156	182
.350 - .399	10	12	27	33	81	40
Total Samples Submitted	3,409	3,632	4,303	5,425	5,675	6,433
Total Samples with Illegal BAC	2,980	3,219	3,856	4,915	5,102	5,827

DRINKING PEDESTRIAN FACTS, 1968 - 1974

1968	%	1969	%	1970	%	1971	%	1972	%	1973	%	1974	%	
122		114		149		157		132		149		106		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	46	43.4	fatally injured pedestrians were tested for alcohol
11	23.9	17	50.0	20	48.8	30	68.2	31	46.3	30	41.1	28	60.8	of those tested had alcohol in their system (called positive cases)
10	91.0	15	88.2	14	70.0	23	76.7	26	83.9	23	76.7	25	89.2	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	4	3.3	5	17.8	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	3	10.7	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 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%
16-18	4	3	2	0	0	0	1	0	1	33.3%	3.3%
18-20	11	11	4	1	2	2	1	1	7	63.6%	23.3%
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%	26.8%
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%

1974 PEDESTRIAN FATALITIES, LEVEL OF INTOXICATION BY AGE

AGE	TOTAL KILLED	TOTAL TESTED	TOTAL NEGATIVE	BLOOD ALCOHOL CONCENTRATION (%)						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	27	3	3	0	0	0	0	0	0	0.0%	0.0%
16-18	5	3	0	0	0	1	1	1	3	100.0%	10.7%
18-20	5	4	0	0	1	1	2	0	4	100.0%	14.3%
21-24	3	2	1	0	0	0	1	0	1	50.0%	3.6%
25-29	6	6	1	1	0	0	2	2	5	83.3%	17.9%
30-34	4	3	1	0	0	1	1	0	2	66.7%	7.1%
35-39	1	0	0	0	0	0	0	0	0	0.0%	0.0%
40-44	1	0	0	0	0	0	0	0	0	0.0%	0.0%
45-49	3	1	0	0	0	0	0	1	1	100.0%	3.6%
50-54	6	2	0	0	0	0	1	1	2	100.0%	7.1%
55-59	7	5	3	0	0	0	1	1	2	40.0%	7.1%
60-64	6	5	2	0	0	0	3	0	3	60.0%	10.7%
65-up	32	12	7	1	0	1	1	2	5	41.7%	17.9%
TOTALS	106	46	18	2	1	4	13	8	28	60.9%	100.0%

1973 PEDESTRIAN FATALITIES' INCIDENCE OF INTOXICATION BY TIME OF CRASH

<u>TIME</u>	<u>TOTAL KILLED</u>	<u>TOTAL TESTED</u>	<u>TOTAL POSITIVE</u>	<u>PERCENT OF TOTAL TESTING POSITIVE</u>
M-3am	19	15	13	43.4%
3-6am	4	4	4	13.3
6-9am	9	2	0	0.0
9am-N	13	4	0	0.0
N-3pm	14	4	0	0.0
3-6pm	32	9	2	6.7
6-9pm	34	22	4	13.3
9pm-M	24	13	7	23.3
TOTAL	149	73	30	100.0%

1974 PEDESTRIAN FATALITIES' INCIDENCE OF INTOXICATION BY TIME OF CRASH

<u>TIME</u>	<u>TOTAL KILLED</u>	<u>TOTAL TESTED</u>	<u>TOTAL POSITIVE</u>	<u>PERCENT OF TOTAL TESTING POSITIVE</u>
M-3am	20	13	11	39.3%
3-6am	3	3	3	10.7
6-9am	6	1	0	0.0
9am-N	6	2	0	0.0
N-3pm	12	0	0	0.0
3-6pm	16	4	0	0.0
6-9pm	20	8	5	17.9
9pm-M	22	15	9	32.1
Unknown	1	0	0	0.0
TOTAL	106	46	28	100.0%

1973 PEDESTRIAN FATALITIES' INCIDENCE OF INTOXICATION BY MONTH OF CRASH

<u>MONTH</u>	<u>TOTAL KILLED</u>	<u>TOTAL TESTED</u>	<u>TOTAL POSITIVE</u>	<u>PERCENT OF TOTAL TESTING POSITIVE</u>
January	11	5	0	0.0%
February	9	4	1	3.3
March	9	5	2	6.7
April	10	5	2	6.7
May	12	6	4	13.3
June	7	4	3	10.0
July	16	6	3	10.0
August	12	4	3	10.0
September	10	4	2	6.7
October	18	8	2	6.7
November	16	9	4	13.3
December	19	13	4	13.3
TOTAL	149	73	30	100.0%

1974 PEDESTRIAN FATALITIES' INCIDENCE OF INTOXICATION BY MONTH OF CRASH

<u>MONTH</u>	<u>TOTAL KILLED</u>	<u>TOTAL TESTED</u>	<u>TOTAL POSITIVE</u>	<u>PERCENT OF TOTAL TESTING POSITIVE</u>
January	8	3	1	3.6%
February	5	4	3	10.7
March	10	4	4	14.3
April	8	4	3	10.7
May	7	4	1	3.6
June	10	6	2	7.1
July	5	2	2	7.1
August	7	1	1	3.6
September	10	5	3	10.7
October	13	7	6	21.4
November	14	5	1	3.6
December	9	1	1	3.6
TOTAL	106	46	28	100.0%

**1973 PEDESTRIAN FATALITIES'
INCIDENCE OF INTOXICATION BY ROAD CLASS OF CRASH**

<u>ROAD CLASS</u>	<u>TOTAL KILLED</u>	<u>TOTAL TESTED</u>	<u>TOTAL POSITIVE</u>	<u>PERCENT OF TOTAL TESTING POSITIVE</u>
INTERSTATE-rural	3	2	1	3.3%
INTERSTATE-urban	7	7	4	13.3
TRUNK HWY-rural	38	24	9	30.0
TRUNK HWY-urban	29	15	8	26.8
County Road	38	12	4	13.3
City Street	34	13	4	13.3
Township Road	0	0	0	0
TOTAL	149	73	30	100%

**1974 PEDESTRIAN FATALITIES'
INCIDENCE OF INTOXICATION BY ROAD CLASS OF CRASH**

<u>ROAD CLASS</u>	<u>TOTAL KILLED</u>	<u>TOTAL TESTED</u>	<u>TOTAL POSITIVE</u>	<u>PERCENT OF TOTAL TESTING POSITIVE</u>
INTERSTATE-rural	2	0	0	0%
INTERSTATE-urban	4	4	0	0
TRUNK HWY-rural	25	12	10	35.7
TRUNK HWY-urban	23	11	6	21.4
County Road	22	10	8	28.6
City Street	29	9	4	14.3
Township Road	1	0	0	0
TOTAL	106	46	28	100.0%

