1975 MINNESOTA motor vehicle CRASH FACTS

1975

MINNESOTA

MOTOR

VEHICLE

CRASH FACTS

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

Traffic Safety Section
207 State Highway Building

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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 1975. 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.

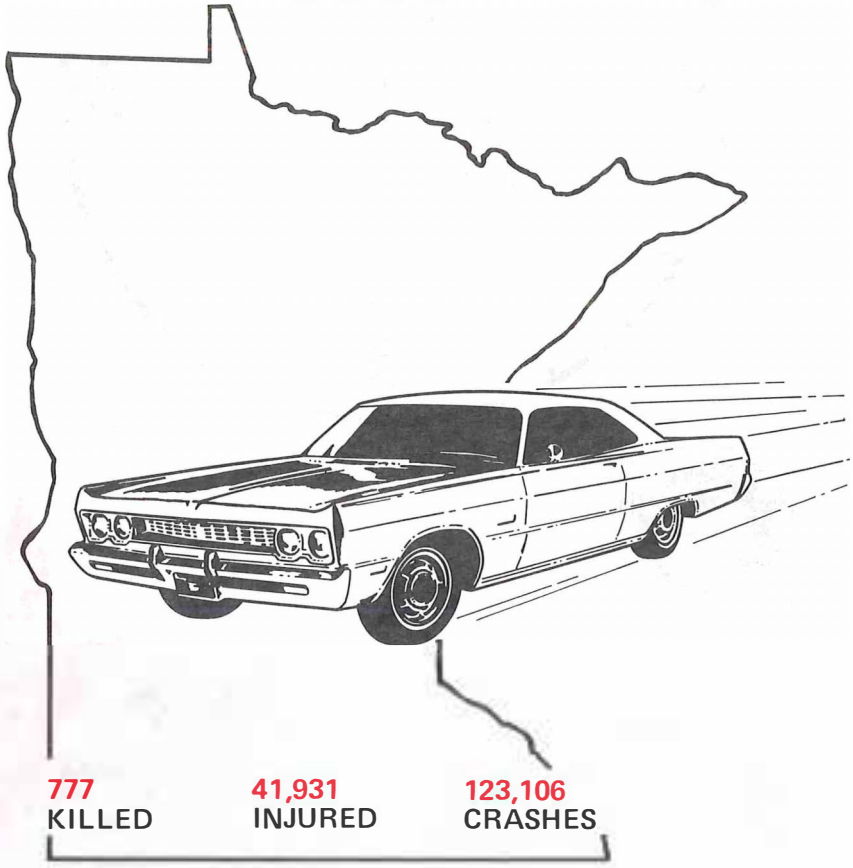
Selected highway crash data are presented to determine trends, to point out problem areas and to establish the dominant characteristics of motor vehicle crashes in Minnesota so that appropriate countermeasures can be implemented.

In 1975, 777 people were killed and 41,931 injured in 123,106 crashes throughout the state. Over 2.6 million vehicles traveled 25.6 billion miles on 128,388 miles of roadway. Approximately 2.28 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 1975 has been set at $574,056,000. This figure is derived from cost breakdowns established by the Department of Transportation for fatalities, injuries and damage resulting from fatal, personal injury and property damage crashes.

The report itself is divided into ten parts: the first examining the vehicles, drivers and crashes; the others reviewing holidays, 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 1975.

PERSONAL LOSS



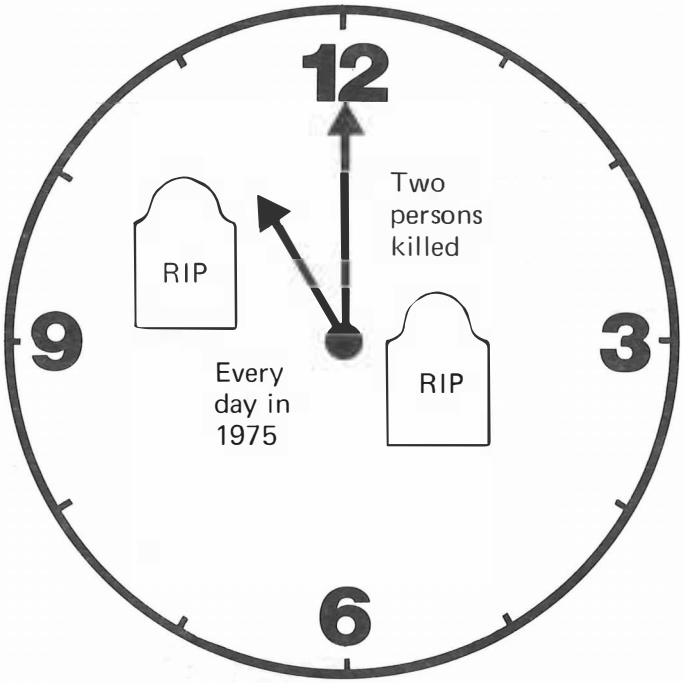
777 KILLED

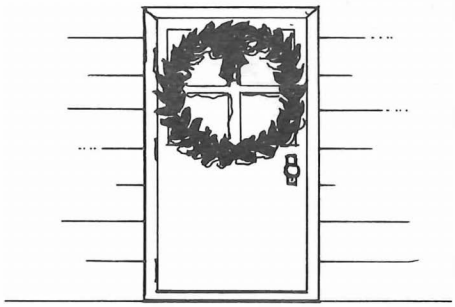
41,931 INJURED

123,106 CRASHES

ESTIMATED COST

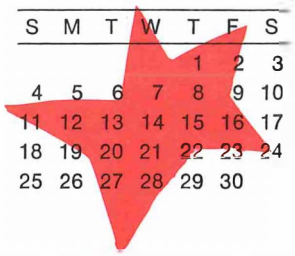
ECONOMIC LOSS: **$574,056,000**





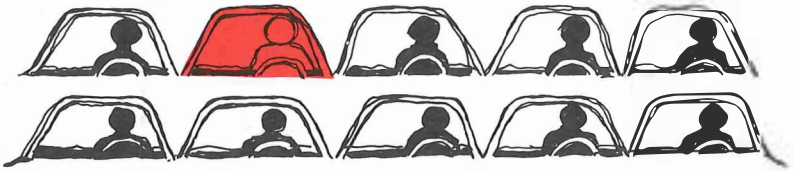
- One traffic death every 11 hours 16 minutes
- One pedestrian killed every 72 hours 23 minutes
- One bicyclist killed every 16 days (May - Oct.)

- One traffic accident every 4 minutes 16 seconds
- One motorcycle accident every 1 hour 50 minutes (May - Oct.)
- One property damage accident every 5½ minutes
- 337 traffic accidents occurred daily



S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

- One person injured every 12½ minutes
- One pedestrian injured every 4½ hours
- One bicyclist injured every 3½ hours (May - Oct.)
- 115 persons injured daily due to traffic accidents



- One driver out of every 10 involved in an accident
- One vehicle out of every 12 involved in an accident

- Economic loss in traffic accidents was $1,092.19 per minute

Trends by Year, Month, Day, and Hour

In 1975 Minnesota experienced a substantial increase in the number of traffic accidents, amounting to a 19.6% increase over 1974; fortunately, however, traffic fatalities decreased by 8.8%, with 75 fewer occurrences. Assuming an average yearly increase in total accidents from 1965 to 1974, one would expect a 1975 total of about 112,950 accidents. The 1975 figure of 123,106 is almost 9% above this level, which suggests the degree to which 1975 was atypical.

Further analysis of 1975's unusual pattern indicates that most of this increase was in the property damage category. Minnesota experienced a 24% increase in property damage accidents, with this type of accident accounting for almost 18% of the 19.6% total accident increase.

Analysis by month from 1972 to 1975 indicates that the increase in accidents during the winter months of 1975, compared to the average experience for the period 1972 - 1974, was not merely a random phenomenon. Property damage accidents occurring in January through April of 1975 increased by 41% over the same period for 1974. Also, the 1975 January through April figure was over 36% above the figures expected, based on statistical methods of trend measurement.

Since the figures indicated the disproportionate severity of the 1974-75 winter in terms of producing property damage crashes, snowfall figures and road surface conditions were examined. In January through April of 1975 Minnesota had a statewide average of 27.2 more inches of snow than during the same period in 1974 -- a 113% increase. Looking at the entire winter period (January - April) from 1974 to 1975, snowfall increased by 490% in January, decreased 28% in February, increased by 181% in March, and decreased again in April by 50%. These figures suggest that the hazardous winter driving conditions created by inclement weather may have been an important contributing factor to the property damage accident increase. Furthermore it suggests an analysis of the road surface conditions at accident locations.

On snowy or icy roads alone, the property damage increase was 100% from 1974 to 1975. These additional accidents accounted for nearly 43% of the total additional property damage accidents during 1975 and comprised 10% of the 24% increase from 1974 to 1975. Although conditions during the winter accounted for only 7.6% of the 19% increase in all accidents, compared to other contributing factors or variables of similar scope, the snowy road surfaces did contribute to the total accident increase to a greater extent.

A random sample of all 1975 accidents was taken to determine an average repair cost per vehicle. The sample was made up of 237 accident reports, either police or citizen, and 383 vehicles for which damage estimates were stated. The average estimated damage per accident was $778.15; this figure includes both multi-vehicle and single vehicle accidents. Property damage accidents made up 35% of the sample, and of those, approximately 40% were on snowy road surfaces. Of the 124 vehicles involved in multi-vehicle property damage accidents, 97% were evaluated on accident reports to have damage of $500 or less, while over half of the vehicles were estimated to have less than $250 worth of damage.

The estimated property damage cost, along with the other findings, suggests that the increase in property damage accidents involved an increase in small "fender-bender" type accidents in which damage to the vehicles was not extensive. The findings generally point to the increased snowfall and resulting snowy road surfaces as being the main contributing factors involved in the accident increase, with the accidents being mostly small-scale property damage accidents occurring in urban areas on local streets.

In 1975 each licensed driver traveled an average of 11,263 miles, a 2.4% increase from 1974. This increase could be expected since the number of licensed drivers and the number of miles traveled has been increasing annually (except for an abnormal drop in miles traveled during the 1974 energy crisis) since 1965.

One out of every 5,049 Minnesota residents and one out of every 2,928 licensed drivers died in Minnesota traffic crashes in 1975. Both of these ratios are lower than in 1974, indicating that Minnesotans were less likely to become a traffic fatality in 1975.

In Minnesota, summer and fall months tend to contribute larger numbers of fatalities and fatal crashes than the remaining months of the year. During 1975, the four months of July through October contributed 46 percent of the fatalities and 45 percent of the total crashes. An average of three people a day were killed on Minnesota roadways during these four months while during the other eight months of the year an average of two people per day were killed. Friday and Saturday consistently accounted for the greatest number of accidents. On these two days 33 percent of all crashes and 39 percent of fatal crashes occurred. Fatal crashes also occurred in disproportionately large numbers on Sundays; Friday, Saturday and Sunday accounted for 54% of all fatal crashes.

When all crashes were broken down by hour of the day, 3 p.m. to 6 p.m. showed the peak number of crashes. Looking at just fatal crashes, a bi-modal pattern appeared, with the peak accident hours being 1 a.m. and 4 p.m.

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

Types of Crashes

The most commonly occurring crash in the state of Minnesota in 1975 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 92 percent of the total crash picture.

Compared with all other crashes, railroad train and pedestrian accidents have the highest fatality ratios. Railroad train with motor vehicle crashes resulted in a 8 percent fatality ratio, while pedestrian with motor vehicle crashes produced a fatality crash ratio of 6 percent.

In terms of injury and death, pedestrian and bicycle crashes are by far the most severe. In 1975 pedestrians involved in crashes had a 100 percent chance of injury, and bicyclists involved in crashes had a 93 percent chance of injury.

Urban and Rural Configuration

The metropolitan areas of Minneapolis, St. Paul and Duluth contributed 30 percent of all crashes but only 12 percent of the fatal crashes in 1975. 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 1975 crashes are classified as "all others and not stated." Of the remaining accidents which can be accurately categorized the following observations can be made. Approximately 55 percent of all crashes and 77 percent of fatal crashes occurred on dry pavements. Nearly 83 percent of all crashes took place on clear or cloudy days, with 89 percent of fatal crashes occurring under those relatively favorable skies.

Drivers Involved in Crashes

In 1975 there were 212,926 drivers involved in crashes. Of those in which sex was stated, 72 percent were males and 28 percent were females. Although males made up the greater portion of all drivers in crashes, there proved to be little difference between the sexes in terms of degree of severity of crash. Less than 1 percent of both groups were involved in fatals; about 23 percent were involved in personal injury crashes and the remaining 76 percent of both groups were involved in property damage crashes.

Looking at the ages of all licensed drivers and comparing them with the ages of the driver population involved in crashes, 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 the 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-nine 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 accident 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 40 non-intersection crashes of this type, and one out of every 26 intersection crashes of this type resulted in a fatality.

Motor Vehicles in Crashes

There were 2,685,285 vehicles registered in Minnesota during 1975. Of these, 230,413 were involved in a crash of some type. Passenger cars made up 72.4 percent of the registered vehicles and were 80.1 percent of all vehicles involved in crashes. Trucks accounted for 20.5 percent of the registered vehicles and comprised 12.6 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 24 crashes involving snowmobiles; one in every 29 involving farm equipment; one in every 39 involving motorcycles. The fourth most hazardous vehicle in 1975 was the truck tractors with semi trailers, with a fatality rate of one per 52 crashes; this rate is lower than that for 1974.

Motor Vehicle Inspection

There were 107,565 cars; 22,104 trucks; 18,122 school buses and 689 motorcycles inspected in 1975. 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 1975 increased 30 percent; the number of automobiles inspected 17 percent; the number of school buses inspected increased 10 percent; and the number of trucks inspected remained nearly the same. Even with the increase in numbers inspected, motorcycles still

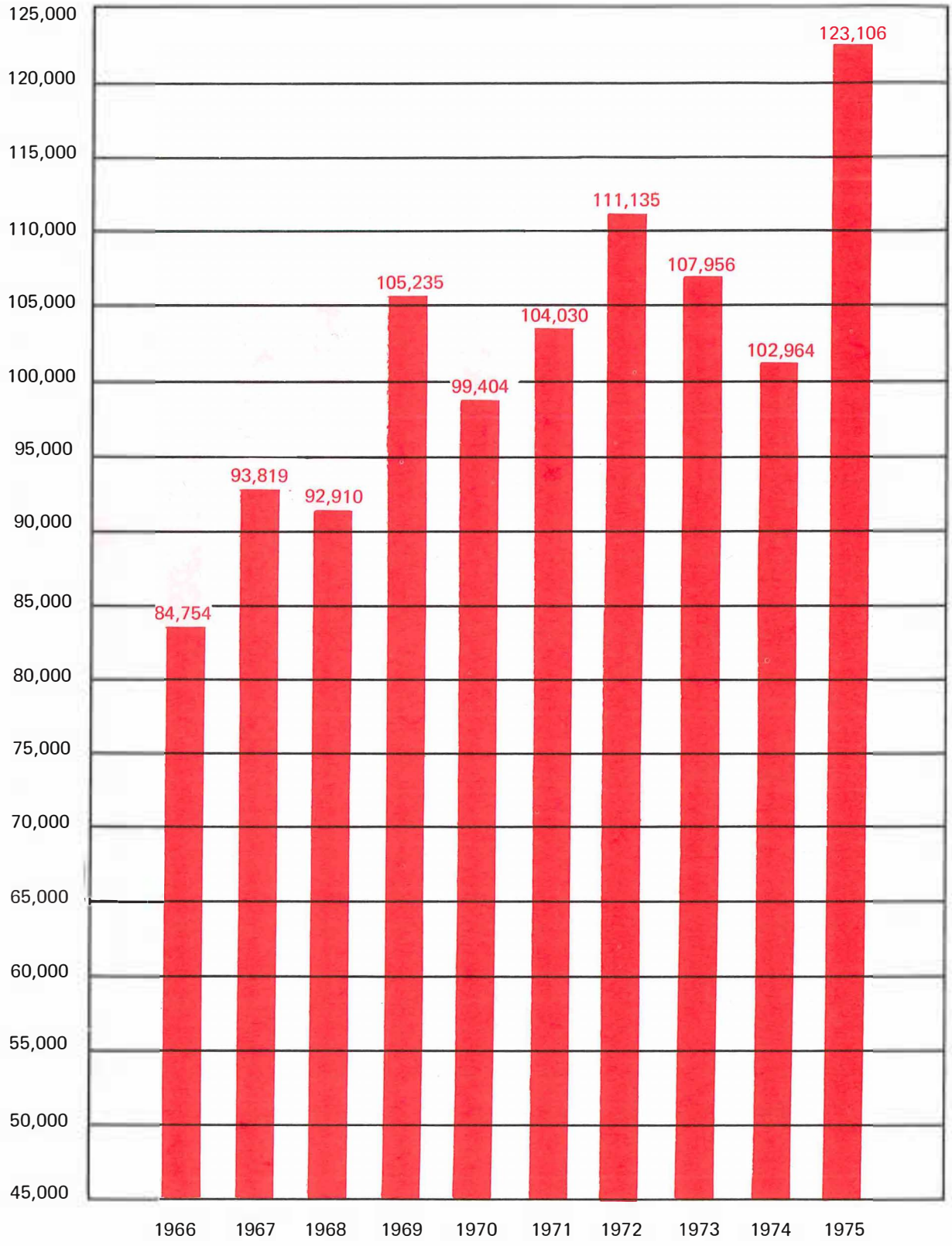
maintained the lowest rejection rate; however, it did increase slightly from 1974, as did the automobile and truck rejection rates. The only vehicles showing a reduced rejection rate were school buses, which dropped from 29.5 percent to 17.6 percent rejected.

Roadway Mileage and Crashes

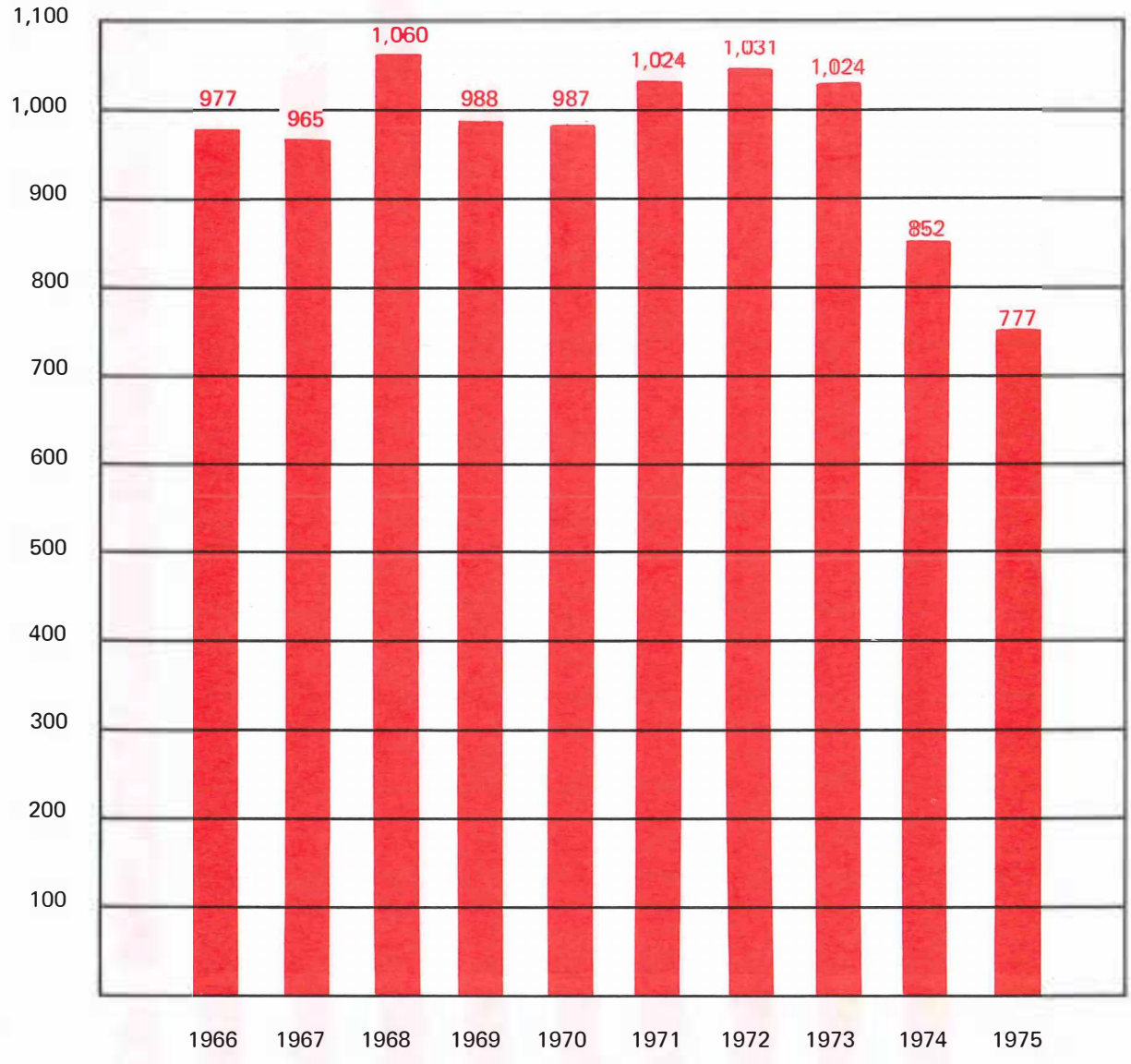
During 1975, Minnesotans traveled 25.6 billion miles on 128,383 miles of roadway. The trunk highway and interstate systems carried 58 percent of this vehicle mileage, while constituting less than 10 percent of the available road miles. This resulted in some very dense traffic at times, especially in the larger metropolitan areas.

The local street system contributed a slightly higher portion of all accidents (37 percent) than any other road system, with trunk highway following closely with 36 percent; however the trunk highway system contributed by far the greatest portion of fatal crashes (51 percent). This pattern of fatal crashes generally occurring on trunk highways is largely due 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 the "backbone" of Minnesota's vehicle movement system.

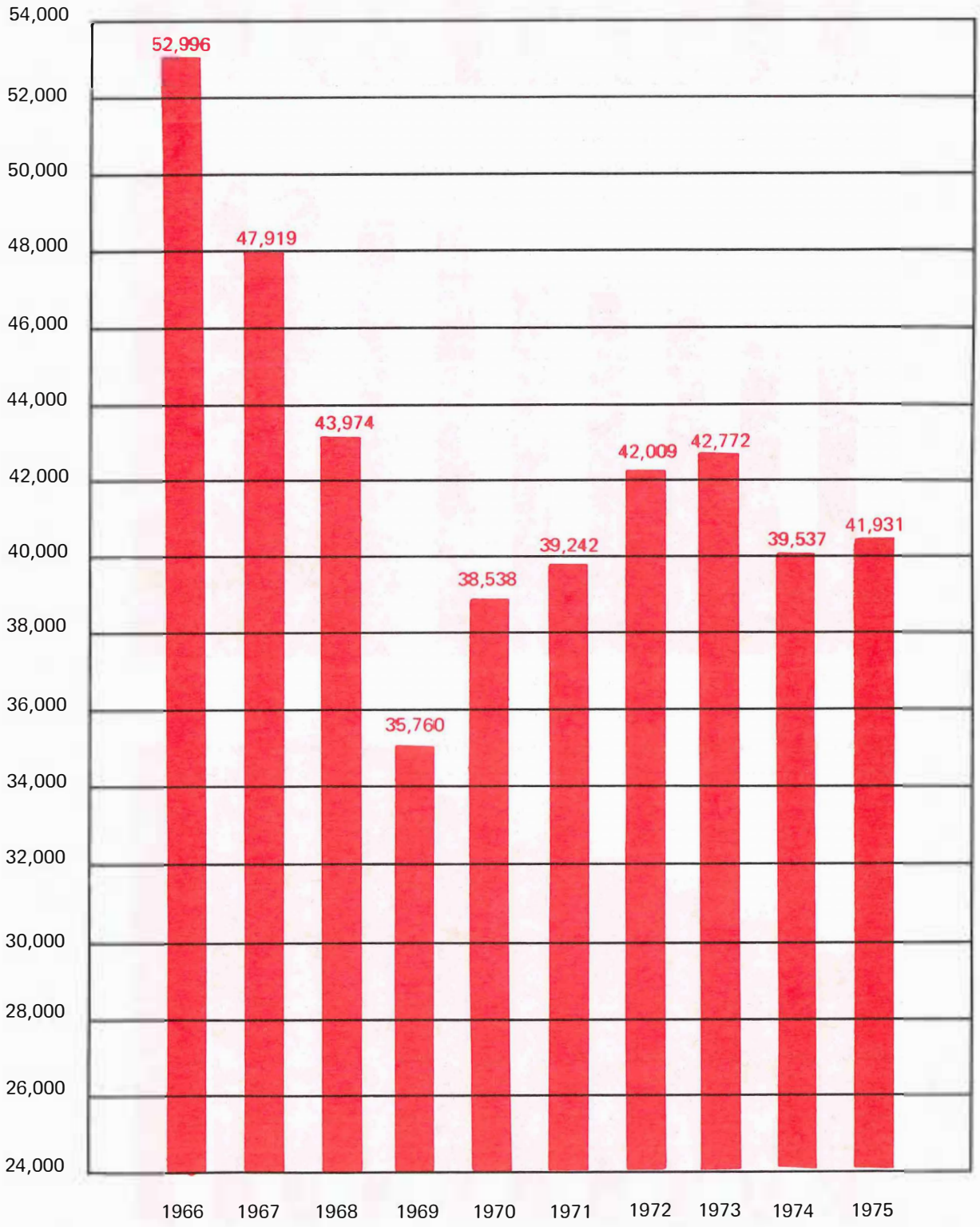
TRAFFIC CRASHES, 1966 - 1975

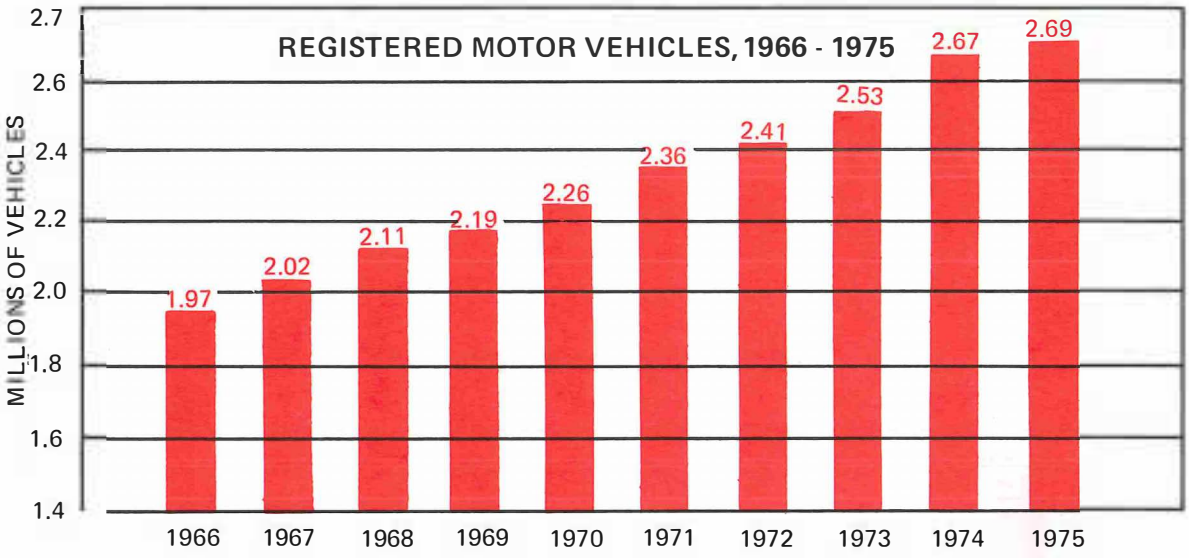


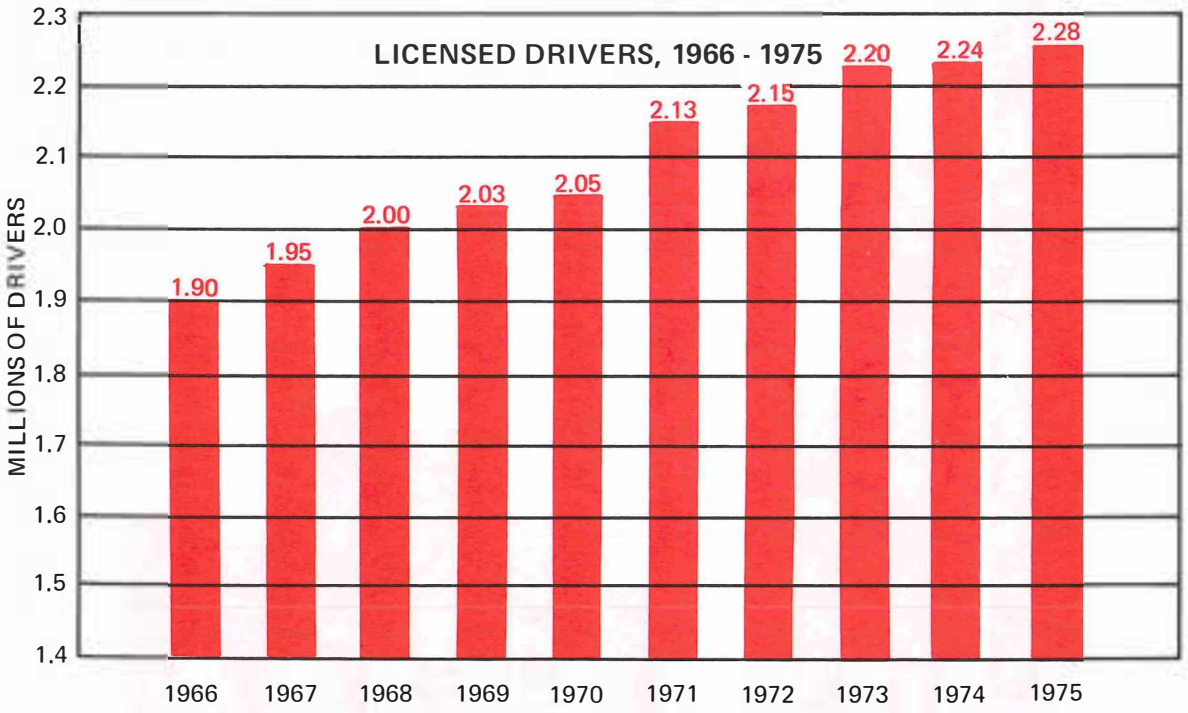
TRAFFIC FATALITIES, 1966 - 1975

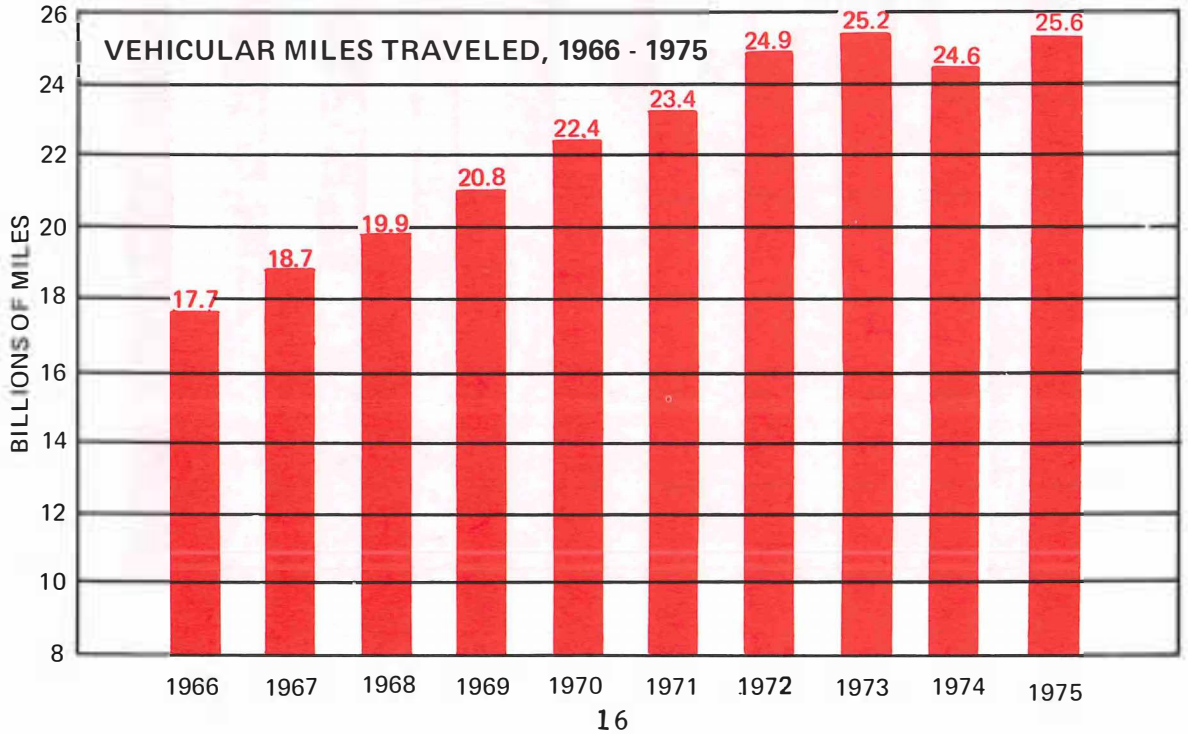


TRAFFIC INJURIES, 1966 - 1975

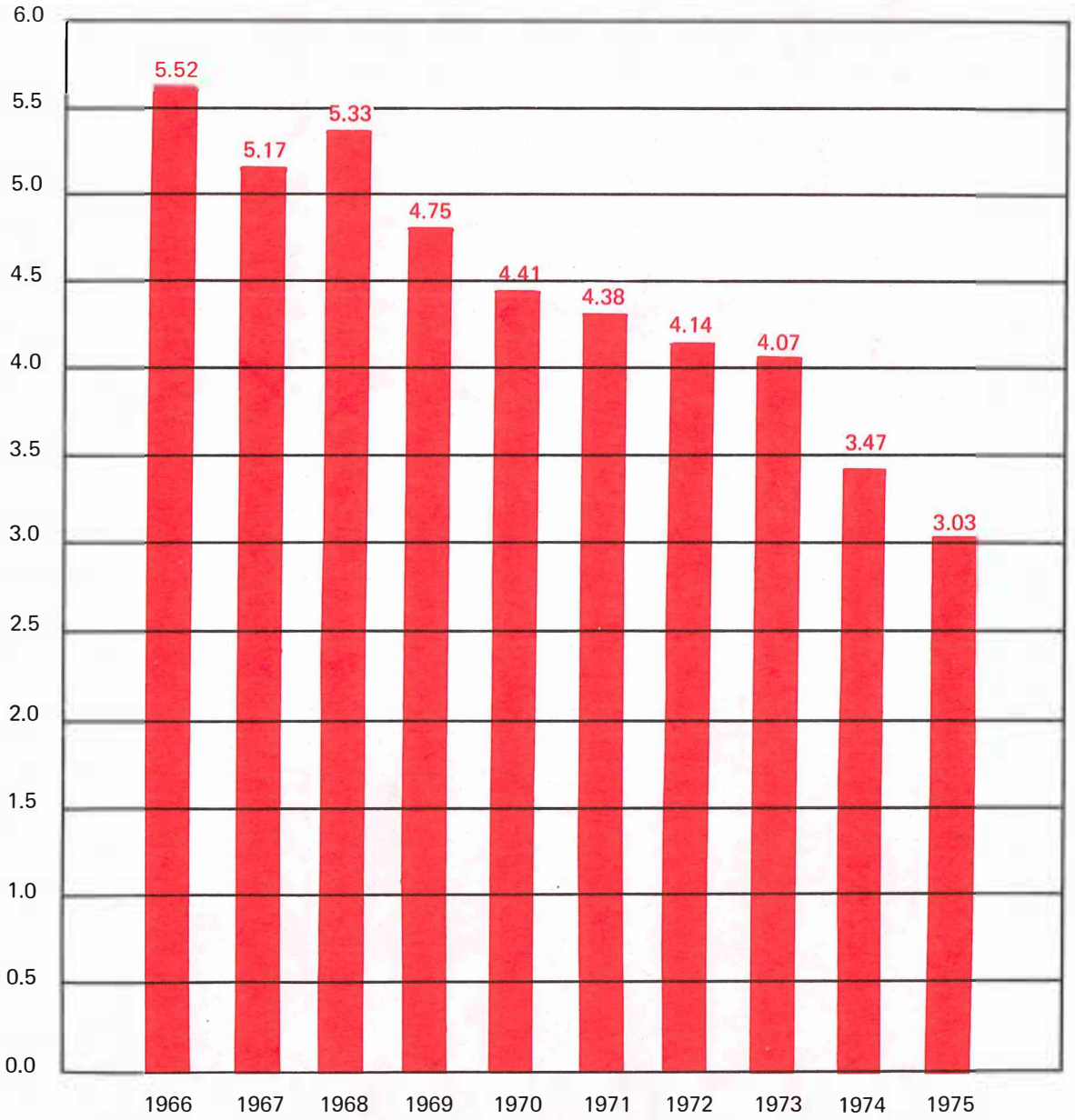



REGISTERED MOTOR VEHICLES, 1966 - 1975
MILLIONS OF VEHICLES
2.7
2.6
2.4
2.2
2.0
1.8
1.6
1.4
1.97
2.02
2.11
2.19
2.26
2.36
2.41
2.53
2.67
2.69
1966
1967
1968
1969
1970
1971
1972
1973
1974
1975

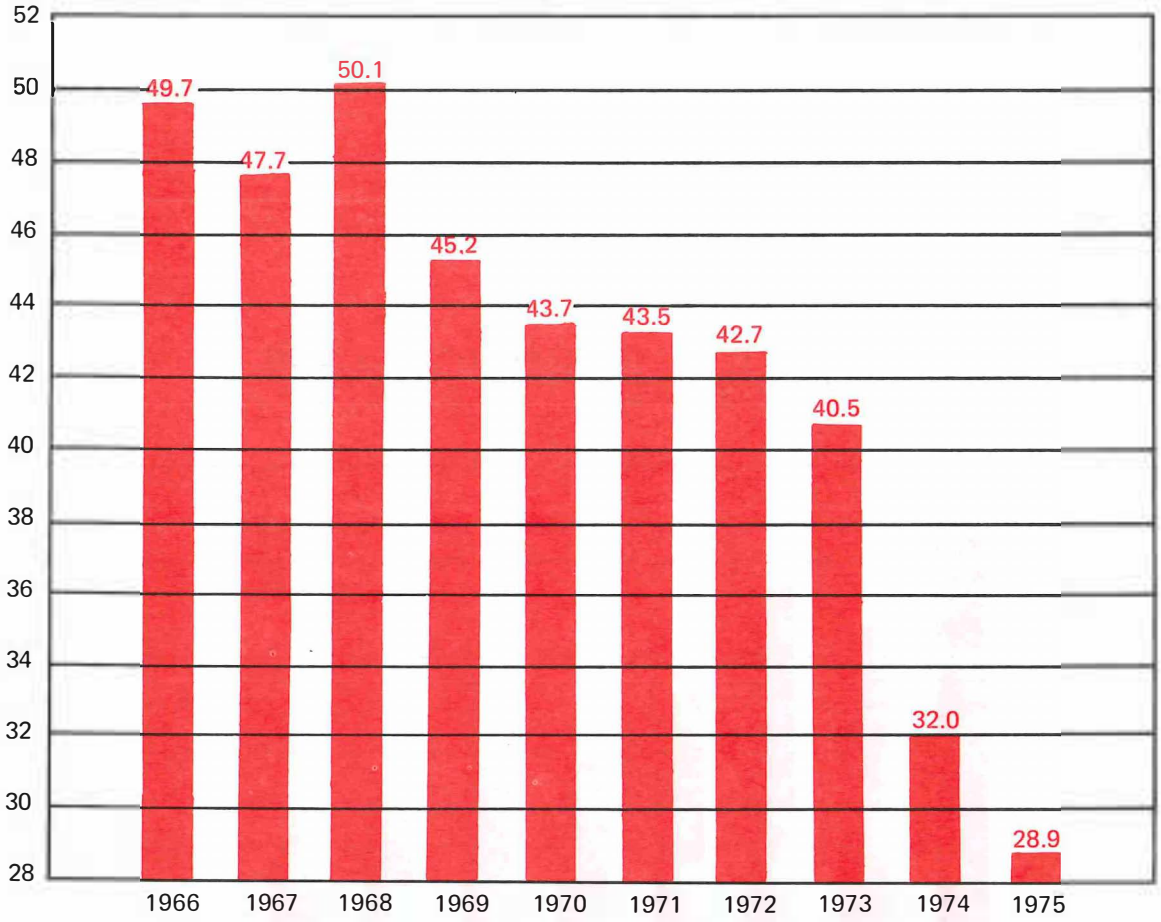

LICENSED DRIVERS, 1966 - 1975
MILLIONS OF DRIVERS
2.3
2.2
2.1
2.0
1.9
1.8
1.7
1.6
1.5
1.4
1.90
1.95
2.00
2.03
2.05
2.13
2.15
2.20
2.24
2.28
1966
1967
1968
1969
1970
1971
1972
1973
1974
1975


VEHICULAR MILES TRAVELED, 1966 - 1975
BILLIONS OF MILES
26
24
22
20
18
16
14
12
10
8
17.7
18.7
19.9
20.8
22.4
23.4
24.9
25.2
24.6
25.6
1966
1967
1968
1969
1970
1971
1972
1973
1974
1975

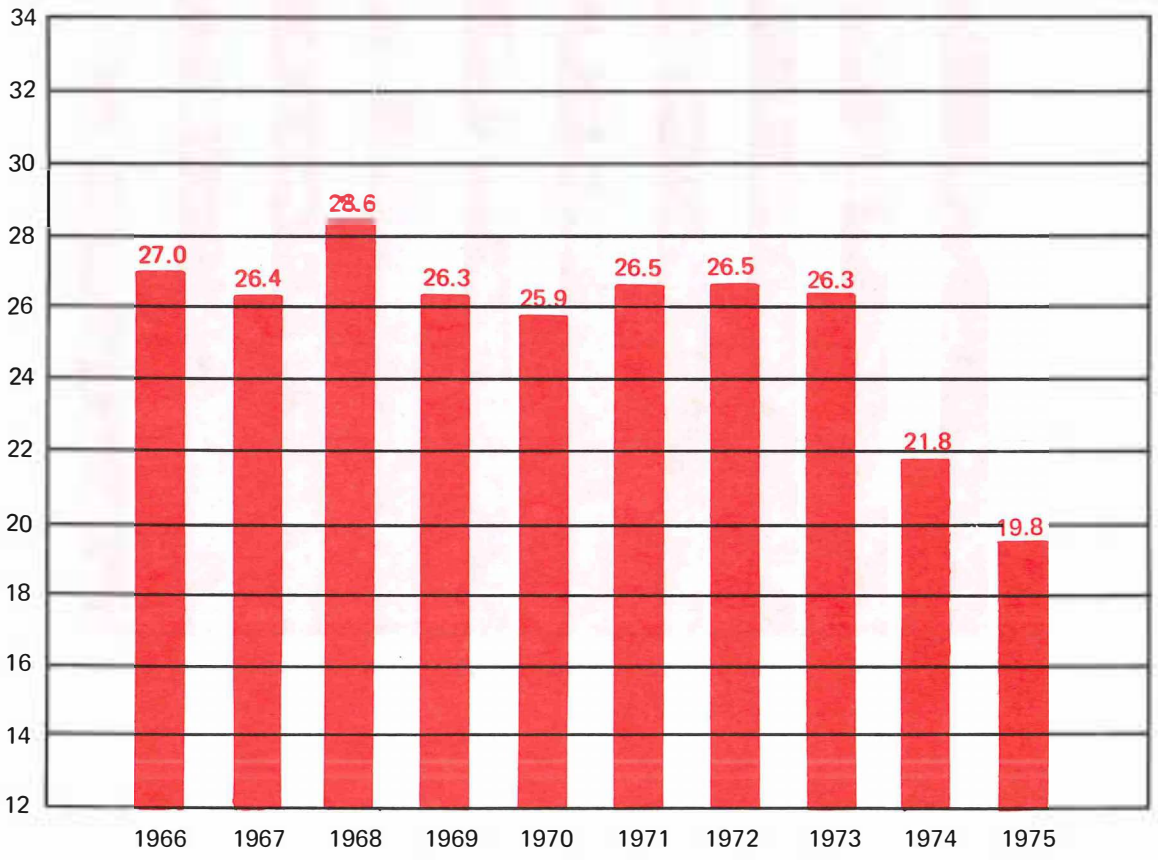
FATALITY RATE PER HUNDRED MILLION
VEHICLE MILES TRAVELED, 1966 - 1975

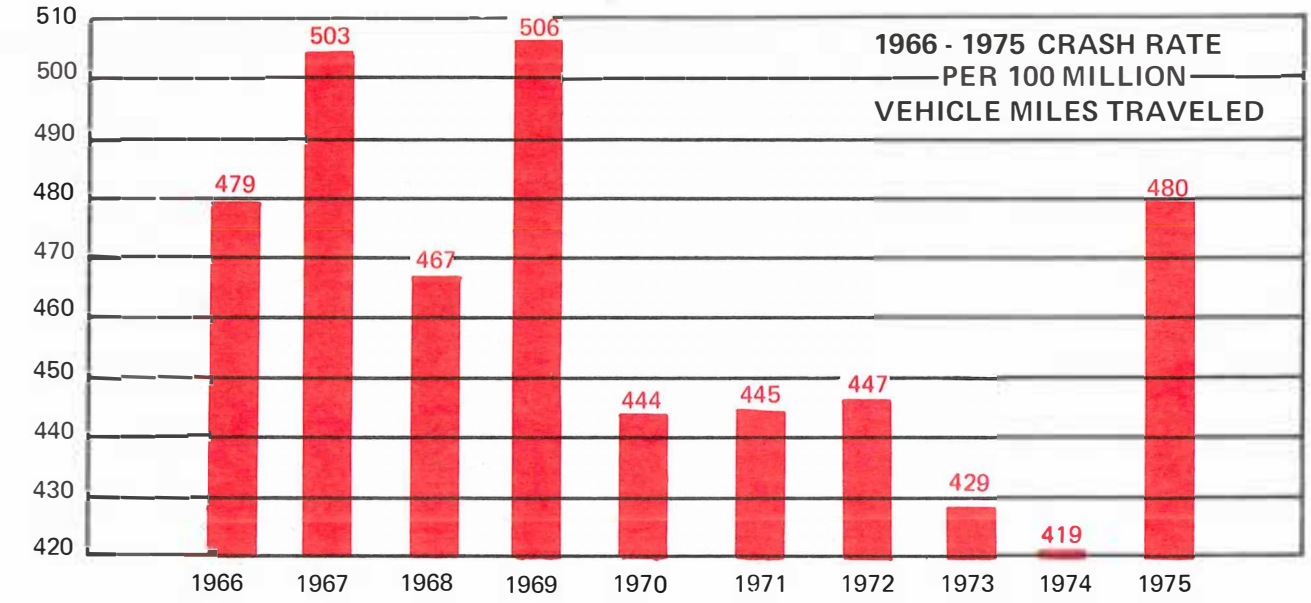


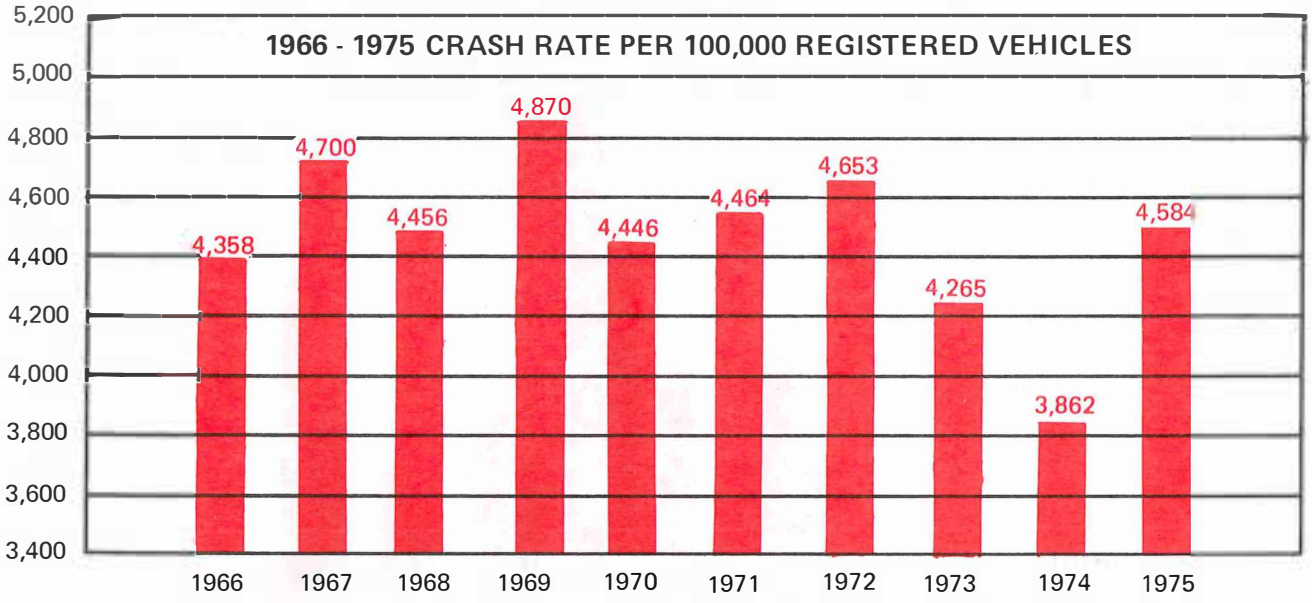
1966 - 1975 FATALITY RATE PER 100,000 REGISTERED VEHICLES

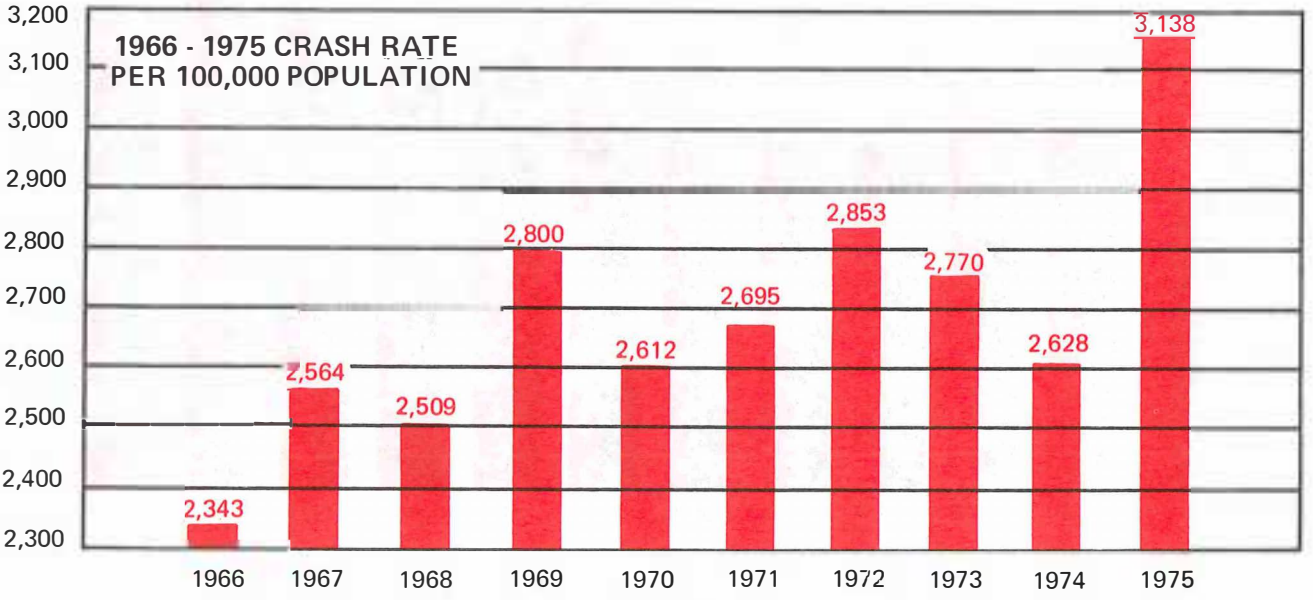


1966 - 1975 FATALITY RATE PER 100,000 POPULATION




1966 - 1975 CRASH RATE
PER 100 MILLION
VEHICLE MILES TRAVELED
510
500
490
480
470
460
450
440
430
420
479
503
467
506
444
445
447
429
419
480
1966
1967
1968
1969
1970
1971
1972
1973
1974
1975

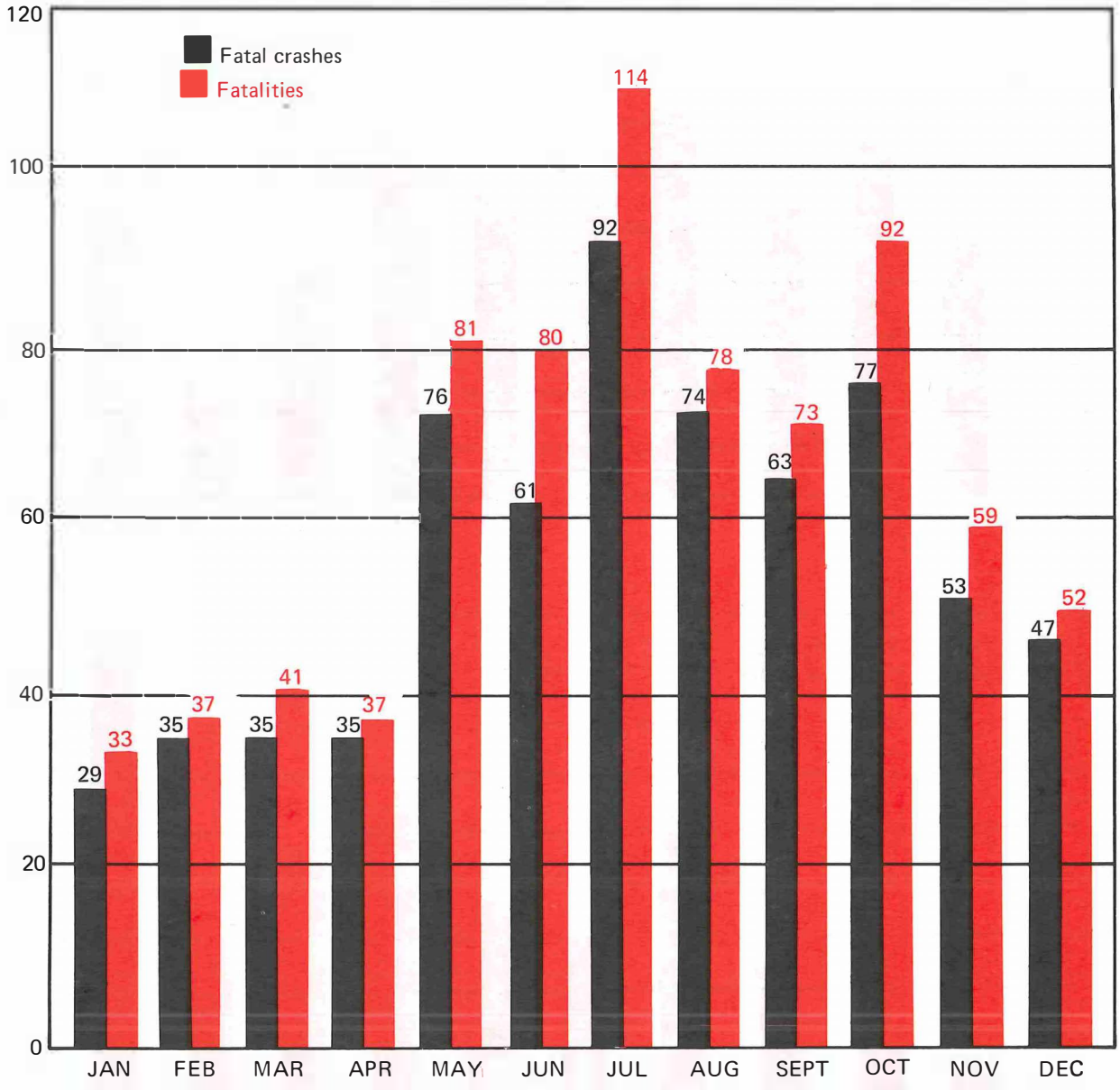

1966 - 1975 CRASH RATE PER 100,000 REGISTERED VEHICLES
5,200
5,000
4,800
4,600
4,400
4,200
4,000
3,800
3,600
3,400
4,358
4,700
4,456
4,870
4,446
4,464
4,653
4,265
3,862
4,584
1966
1967
1968
1969
1970
1971
1972
1973
1974
1975


1966 - 1975 CRASH RATE
PER 100,000 POPULATION
3,200
3,100
3,000
2,900
2,800
2,700
2,600
2,500
2,400
2,300
2,343
2,564
2,509
2,800
2,612
2,695
2,853
2,770
2,628
3,138
1966
1967
1968
1969
1970
1971
1972
1973
1974
1975

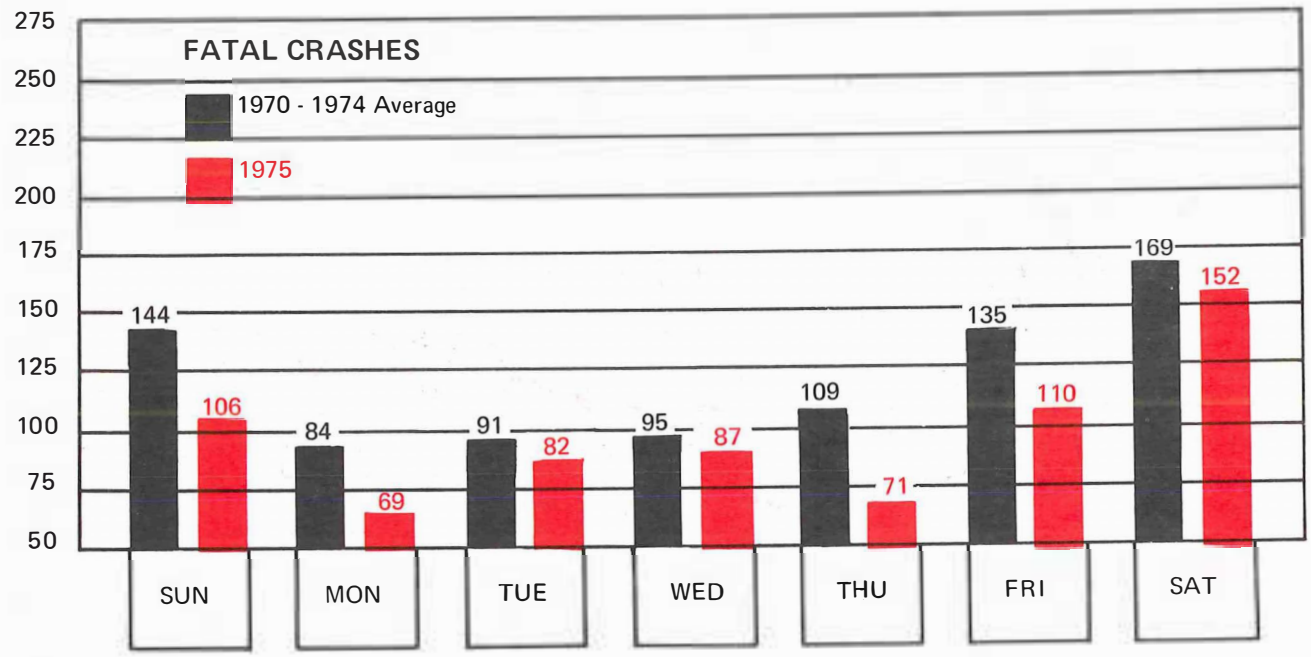
MINNESOTA TRAFFIC TOLL: 1975 VS. AVERAGE OF 1970 - 1974

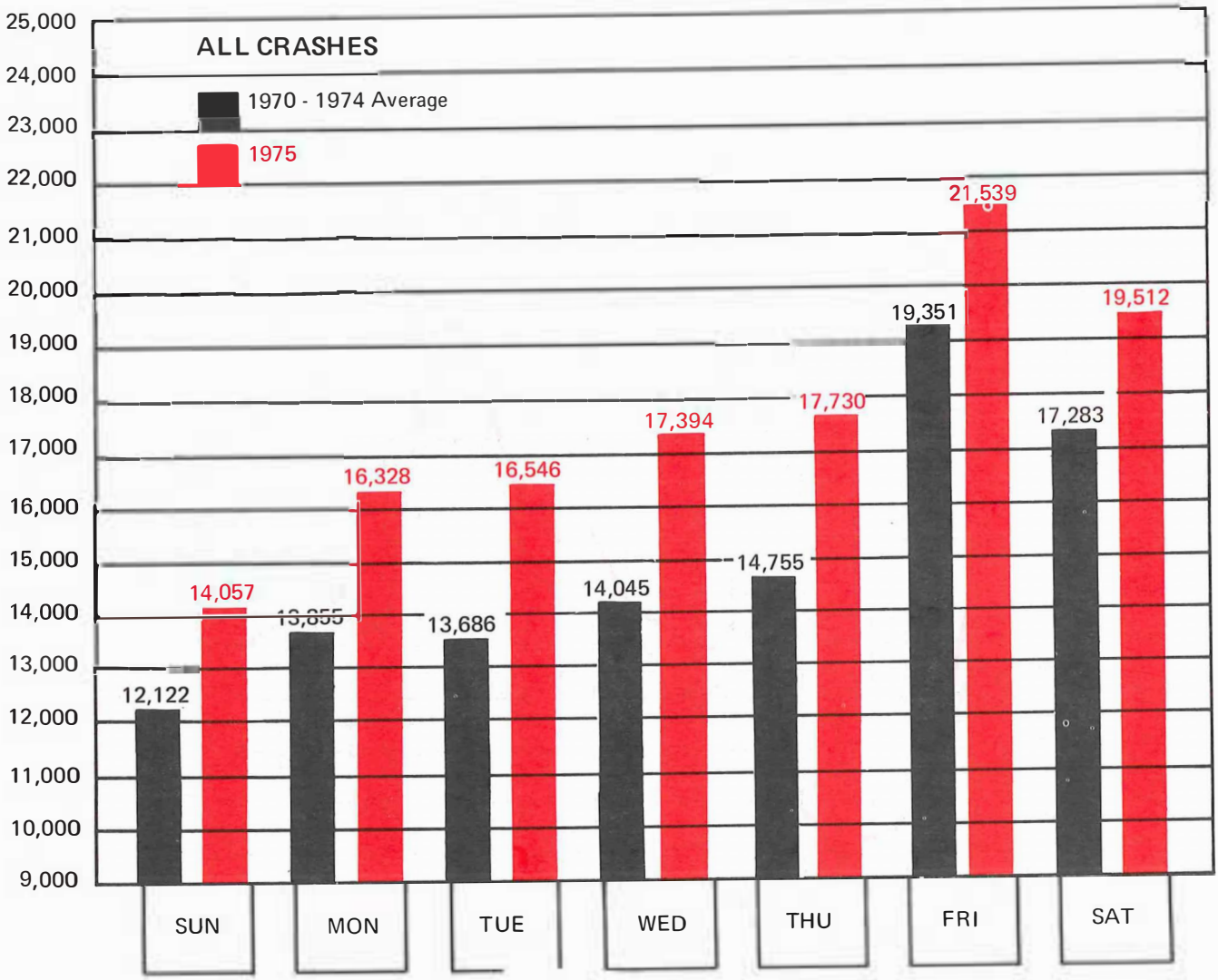
	1970 - 1974	1975
Deaths	984	777
Injuries	40,420	41,931
Crashes	105,098	123,106
Registered Motor Vehicles	2,445,281	2,685,285
Licensed Drivers	2,152,000	2,275,000
Vehicle Miles Traveled (Millions)	24,082	25,624
Fatality Rate per 100 Million Vehicle Miles Traveled	4.09	3.03

Fatal Crashes and Fatalities by Month

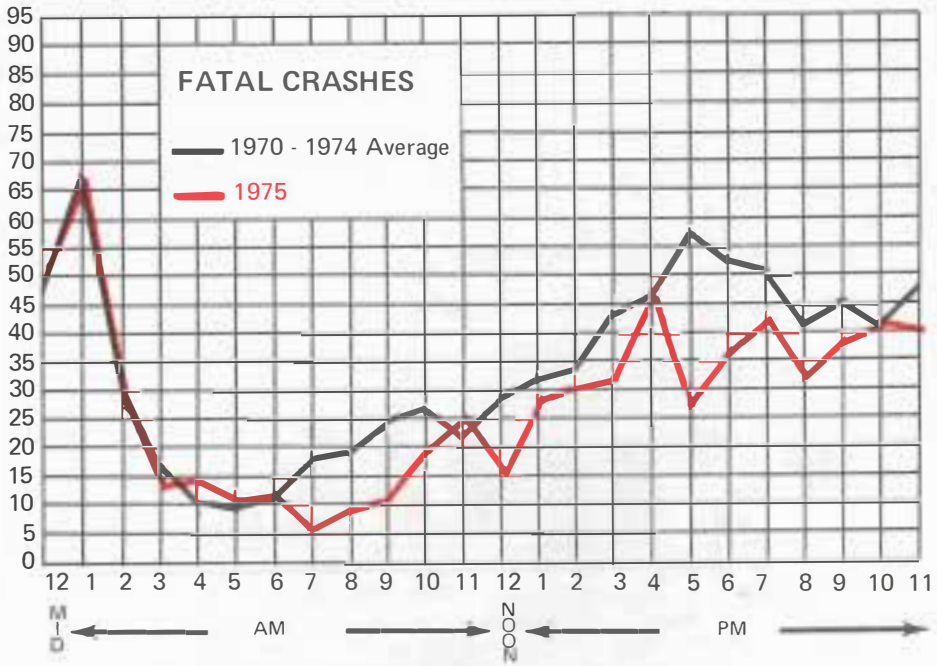


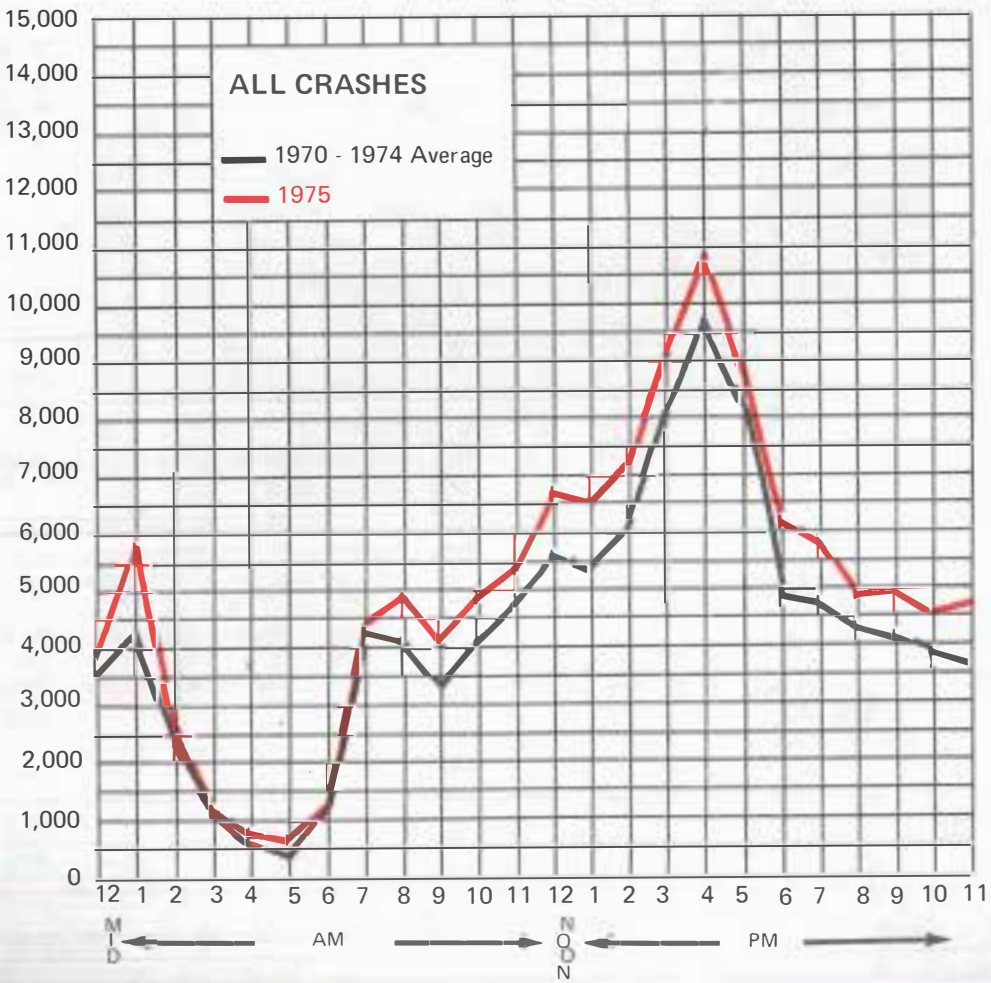
Crashes by Day of Week





Crashes by Hour of Day





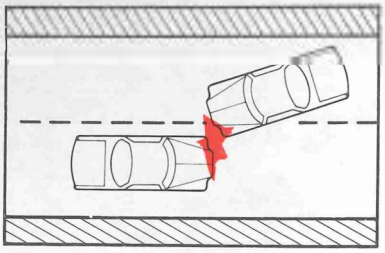
ACCIDENT DISTRIBUTION BY DAY OF WEEK AND TIME OF DAY

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	3,704	49	336	4	271	2	319	3	403	5	493	5	1,129	21	753	9
1:00 a.m.	5,589	66	242	5	415	4	506	8	533	4	653	8	1,737	14	1,503	23
2:00	2,529	27	106	1	179	2	220		217	1	271	2	777	12	759	9
3:00	1,265	11	66		76		115	1	106	1	140	1	373	3	389	5
4:00	745	14	57	1	59	2	65	4	72		79	1	219	1	194	5
5:00	688	10	55		70	1	83	1	76	1	100	1	165	5	139	1
6:00	1,435	12	209		251	4	282	4	253	1	191	2	135		114	1
7:00	4,476	5	735	2	771		1,003	1	931	1	733	1	182		121	
8:00	4,802	9	861	2	885		917	4	847	2	803		325		164	1
9:00	4,126	10	640	2	624		705	3	579	1	587	2	621	1	370	1
10:00	4,899	19	710	4	678	4	657	2	650	1	785	4	874	4	545	
11:00	5,813	25	807	2	807	9	827	5	775	2	912	1	1,033	3	652	3
Noon	6,616	15	922	2	910	3	898	3	976		1,110	1	1,001	5	799	1
1:00 p.m.	6,551	29	909	7	869	3	901	3	947	7	1,113	3	1,029	6	783	
2:00	7,372	30	1,127	4	1,002	5	1,043	6	1,130	2	1,227	4	1,025	6	818	3
3:00	9,167	32	1,371	6	1,404	7	1,403	2	1,495	6	1,599	1	1,121	4	774	6
4:00	10,722	48	1,688	3	1,671	10	1,659	7	1,747	3	1,941	8	1,176	8	840	9
5:00	8,938	28	1,375	4	1,248	2	1,416	2	1,439	5	1,624	9	1,000	4	836	2
6:00	6,303	36	847	5	902	4	888	1	916	4	1,173	9	904	7	673	6
7:00	5,868	42	818	5	790	3	806	5	791	4	1,177	10	846	11	640	4
8:00	4,810	33	615	2	617	5	661	6	676	3	946	8	768	6	527	3
9:00	4,955	38	612	2	677	3	631	4	691	6	1,040	8	779	12	525	3
10:00	4,582	42	491	5	578	4	539	4	617	6	1,090	5	832	11	435	7
11:00	4,624	40	413	1	480	2	531	7	553	5	1,287	16	963	7	397	2
Not stated	2,527	7	316		312	3	319	1	310		465		498	1	307	2
Total Accidents	123,106	677	16,328	69	16,546	82	17,394	87	17,730	71	21,539	110	19,512	152	14,057	106

Type of Crash

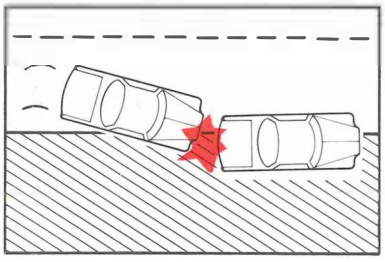
COLLISION WITH:

MOTOR VEHICLE IN TRAFFIC



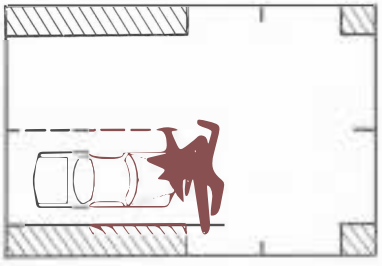
	Average 1970 - 1974	1975
Crashes	72,377	83,263
Killed	486	364
Injured	27,299	27,741

PARKED MOTOR VEHICLE



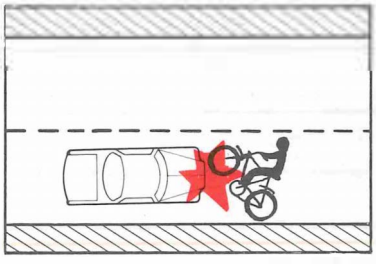
	Average 1970 - 1974	1975
Crashes	11,083	15,108
Killed	11	6
Injured	1,507	1,565

PEDESTRIAN



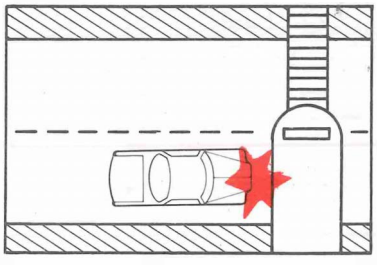
	Average 1970 - 1974	1975
Crashes	1,903	1,925
Killed	137	116
Injured	1,841	1,925

BICYCLE



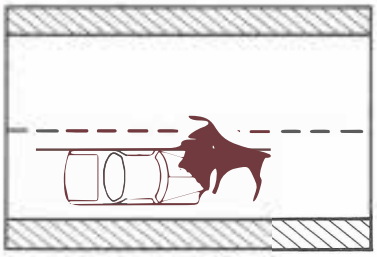
	Average 1970 - 1974	1975
Crashes	1,066	1,302
Killed	20	23
Injured	1,041	1,231

TRAIN



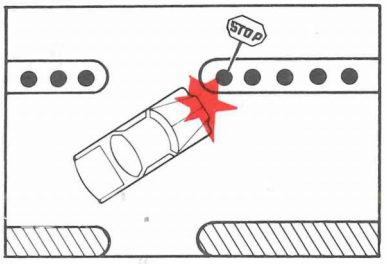
	Average 1970 - 1974	1975
Crashes	299	280
Killed	38	21
Injured	154	127

ANIMAL



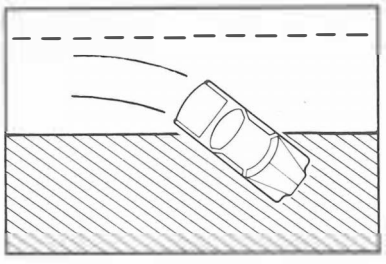
	Average 1970 - 1974	1975
Crashes	1,511	1,652
Killed	1	1
Injured	190	198

FIXED OBJECT



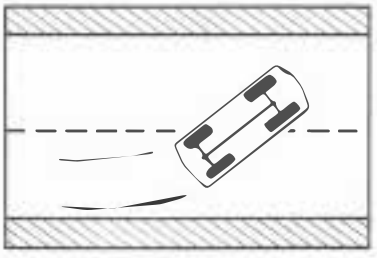
	Average 1970 - 1974	1975
Crashes	3,765	2,972
Killed	39	23
Injured	1,342	980

RAN OFF ROAD



	Average 1970 - 1974	1975
Crashes	12,118	15,236
Killed	241	208
Injured	6,456	7,379

OVERTURNED ON ROADWAY



	Average 1970 - 1974	1975
Crashes	516	777
Killed	7	8
Injured	389	555

OTHER

OTHER FIXED OBJECT & OTHER NON-COLLISION

	Average 1970 - 1974	1975
Crashes	1,903	591
Killed	133	7
Injured	1,841	230

FATALITIES AND INJURIES BY TYPE OF MOTOR VEHICLE CRASH IN MINNESOTA

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	15,236	195	5,273	9,768	208	7,379	3,672	2,204	1,503	13.7
Overturned on the road	777	8	415	354	8	555	297	167	91	10.3
Vehicle collided with:										
Pedestrian	1,925	113	1,797	15	116	1,925	974	491	460	60.3
Motor vehicle in traffic	83,263	282	16,521	66,460	364	27,741	8,200	6,413	13,128	4.4
Parked motor vehicle	15,108	6	1,269	13,833	6	1,565	672	447	446	.4
Railroad train	280	19	91	170	21	127	66	34	27	75.0
Bicyclist	1,302	23	1,153	126	23	1,231	541	495	195	17.7
Animal	1,652	1	156	1,495	1	190	79	67	52	.6
Fixed Object	2,972	23	750	2,199	23	980	496	264	220	7.7
Other Object	256	1	51	204	1	67	31	19	17	3.9
Other Non-collision	335	6	143	186	6	163	81	57	25	17.9
TOTALS:	123,106	677	27,619	94,810	777	41,931	15,109	10,658	16,164	6.3

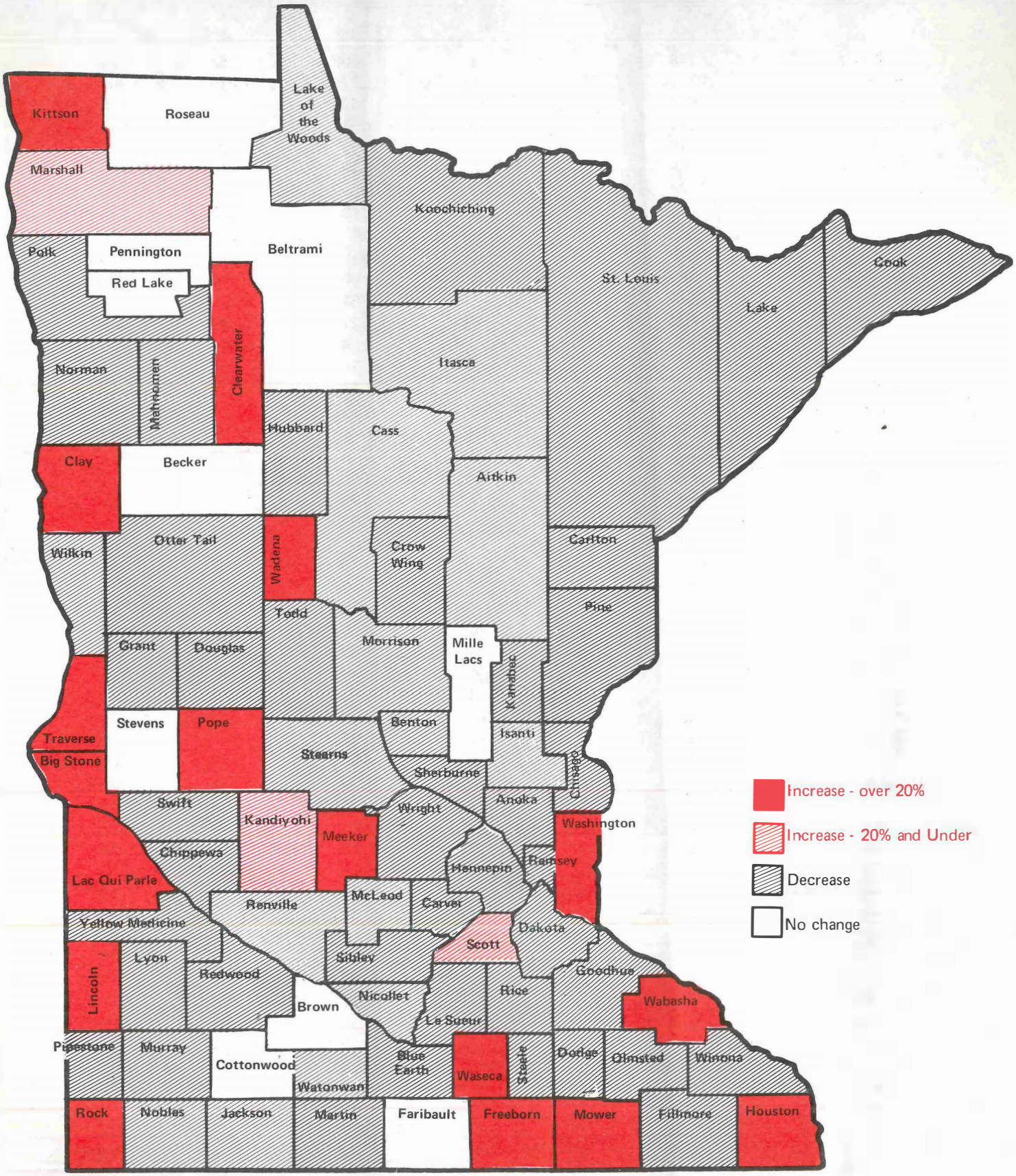
* All crashes are coded according to the first event; e.g., if a car hits a pedestrian and then a parked car, the crash is coded as a collision with a pedestrian.

** 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, & INJURED BY COUNTY FOR 1975 AND THE AVERAGE OF 1970 - 1974

COUNTY	ALL CRASHES		KILLED		INJURED	
	Avg. 1970-74	1975	Avg. 1970-74	1975	Avg. 1970-74	1975
Aitkin	243	248	7	1	112	83
Anoka	3,669	4,771	34	18	1,897	1,919
Becker	497	640	12	12	233	289
Beltrami	596	741	10	10	212	247
Benton	599	719	10	3	311	309
Big Stone	146	188	2	3	59	48
Blue Earth	1,997	2,164	17	13	727	653
Brown	753	917	9	9	277	305
Carlton	577	646	12	9	232	251
Carver	687	887	15	8	324	410
Cass	337	361	14	8	157	159
Chippewa	292	376	6	5	91	128
Chisago	390	480	9	7	189	197
Clay	1,493	1,719	12	16	357	442
Clearwater	111	147	4	7	45	62
Cook	105	94	3	1	46	39
Cottonwood	286	355	6	6	101	97
Crow Wing	1,028	1,339	11	9	379	394
Dakota	3,665	4,746	33	22	1,559	1,764
Dodge	216	266	6	5	108	133
Douglas	585	687	8	2	222	227
Faribault	356	414	7	7	154	172
Fillmore	389	398	8	7	137	160
Freeborn	994	1,101	9	14	393	358
Goodhue	894	973	13	8	356	392
Grant	95	125	3	1	49	54
Hennepin	32,685	35,919	112	96	12,086	11,899
Houston	341	383	5	8	144	132
Hubbard	243	249	5	4	113	83
Isanti	276	358	7	3	139	149
Itasca	743	1,001	12	11	308	352
Jackson	323	354	5	3	134	146
Kanabec	180	210	5	3	99	96
Kandiyohi	862	1,210	11	12	302	311
Kittson	109	100	2	3	51	34
Koochiching	371	472	6	5	172	180
Lac qui Parle	170	224	5	8	75	83
Lake	300	348	5	3	120	116
Lake of the Woods	56	61	1	0	24	14
Le Sueur	421	529	8	4	157	255
Lincoln	109	152	2	5	49	70
Lyon	510	717	9	7	198	227
McLeod	628	785	12	3	220	253
Mahnomen	73	102	3	0	27	15
Marshall	172	236	6	7	82	94
Martin	608	675	8	5	263	244
Meeker	400	527	5	12	138	202
Mille Lacs	356	380	8	8	155	150
Morrison	656	827	16	9	300	330
Mower	1,058	1,238	9	12	411	358
Murray	171	201	4	5	67	79
Nicollet	583	711	8	5	230	222
Nobles	514	713	7	4	160	198
Norman	120	136	4	2	51	60
Olmsted	2,412	2,942	18	15	951	1,066
Otter Tail	862	1,063	16	13	345	357
Pennington	392	464	2	2	137	144
Pine	315	398	9	4	128	131
Pipestone	233	336	6	2	82	71
Polk	803	1,090	16	11	310	353
Pope	160	206	4	6	60	66
Ramsey	16,638	19,194	59	46	5,796	6,162
Red Lake	75	94	1	1	30	31
Redwood	328	447	5	4	154	159
Renville	358	493	10	7	150	141
Rice	1,096	1,245	13	12	427	484
Rock	215	284	3	4	70	83
Roseau	153	197	4	4	55	46
St. Louis	5,387	6,585	65	55	1,828	1,920
Scott	850	994	15	16	409	450
Sherburne	547	490	15	4	262	185
Sibley	265	315	6	5	119	110
Stearns	2,717	3,509	31	12	1,124	1,179
Steele	762	836	8	4	274	290
Stevens	193	278	1	1	75	88
Swift	248	381	5	3	98	76
Todd	332	390	8	3	148	183
Traverse	84	108	2	3	32	45
Wabasha	389	457	9	13	165	155
Wadena	228	303	2	6	71	77
Waseca	345	444	4	7	132	172
Washington	1,817	2,173	20	25	845	901
Watonwan	499	398	8	7	126	111
Wilkin	227	302	5	3	74	89
Winona	1,238	1,226	16	8	398	412
Wright	851	969	20	10	451	461
Yellow Medicine	220	275	51	3	87	89
TOTALS	105,277	23,106	1,228	777	40,415	41,931

1975 FATALITIES BY COUNTY COMPARED WITH 1970 - 1974 AVERAGE

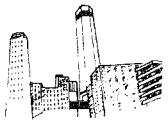
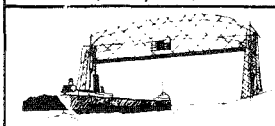
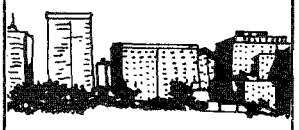
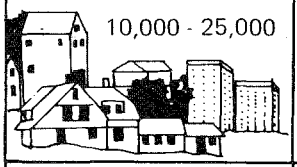
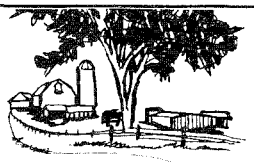


COUNTY CRASH REPORT

COUNTY	ALL CRASHES	FATAL CRASHES	NUMBER KILLED	PERSONAL INJURY CRASHES	NUMBER INJURED	PROPERTY DAMAGE CRASHES
Aitkin	248	1	1	50	83	197
Anoka	4,771	18	18	1,287	1,919	3,466
Becker	640	6	12	169	289	465
Beltrami	741	10	10	151	247	580
Benton	719	3	3	192	309	524
Big Stone	188	3	3	33	48	152
Blue Earth	2,164	9	13	451	653	1,704
Brown	917	9	9	198	305	710
Carlton	646	7	9	161	251	478
Carver	887	8	8	249	410	630
Cass	361	5	8	89	159	267
Chippewa	376	5	5	81	128	290
Chisago	480	5	7	127	197	348
Clay	1,719	12	16	284	442	1,423
Clearwater	147	6	7	26	62	115
Cook	94	1	1	27	39	66
Cottonwood	355	5	6	60	97	290
Crow Wing	1,339	7	9	270	394	1,062
Dakota	4,746	22	22	1,210	1,764	3,514
Dodge	266	5	5	65	133	196
Douglas	687	2	2	164	227	521
Faribault	414	7	7	103	172	304
Fillmore	398	5	7	101	160	292
Freeborn	1,101	13	14	238	358	850
Goodhue	973	8	8	254	392	711
Grant	125	1	1	38	54	86
Hennepin	35,919	90	96	7,769	11,899	28,060
Houston	383	6	8	83	132	294
Hubbard	249	4	4	49	83	196
Isanti	358	3	3	96	149	259
Itasca	1,001	10	11	225	352	766
Jackson	354	3	3	92	146	259
Kanabec	210	3	3	51	96	156
Kandiyohi	1,210	8	12	233	311	969
Kittson	100	3	3	23	34	74
Koochiching	472	5	5	115	180	352
Lac Qui Parle	224	3	8	48	83	173
Lake	348	2	3	78	116	268
Lake of the Woods	61	—	—	8	14	53
Le Sueur	529	4	4	131	255	394
Lincoln	152	5	5	40	70	107
Lyon	717	6	7	155	227	556
McLeod	785	3	3	172	253	610
Mahnomen	102	—	—	11	15	91
Marshall	236	6	7	55	94	175
Martin	675	5	5	159	244	511
Meeker	527	9	12	123	202	395
Mille Lacs	380	7	8	78	150	295
Morrison	827	8	9	198	330	621
Mower	1,238	9	12	255	358	974
Murray	201	4	5	45	79	152

COUNTY	ALL CRASHES	FATAL CRASHES	NUMBER KILLED	PERSONAL INJURY CRASHES	NUMBER INJURED	PROPERTY DAMAGE CRASHES
Nicollet	711	3	5	135	222	573
Nobles	713	4	4	131	198	578
Norman	136	2	2	34	60	100
Olmsted	2,942	15	15	719	1,066	2,208
Otter Tail	1,063	10	13	222	357	831
Pennington	464	2	2	103	144	359
Pine	398	4	4	90	131	304
Pipestone	336	2	2	53	71	281
Polk	1,090	11	11	219	353	860
Pope	206	4	6	41	66	161
Ramsey	19,194	44	46	4,321	6,162	14,829
Red Lake	94	1	1	21	31	72
Redwood	447	4	4	107	159	336
Renville	493	7	7	98	141	388
Rice	1,245	9	12	295	484	941
Rock	284	4	4	48	83	232
Roseau	197	4	4	25	46	168
St. Louis	6,585	48	55	1,286	1,920	5,251
Scott	994	13	16	265	450	716
Sherburne	490	3	4	124	185	363
Sibley	315	4	5	76	110	235
Stearns	3,509	12	12	799	1,179	2,698
Steele	836	4	4	184	290	648
Stevens	278	1	1	62	88	215
Swift	281	3	3	51	76	227
Todd	390	3	3	99	183	288
Traverse	108	2	3	24	45	82
Wabasha	457	11	13	92	155	354
Wadena	303	4	6	47	77	252
Waseca	444	7	7	108	172	329
Washington	2,173	20	25	584	901	1,569
Watonwan	398	4	7	78	111	316
Wilkin	302	3	3	60	89	239
Winona	1,226	7	8	284	412	935
Wright	969	7	10	299	461	663
Yellow Medicine	275	2	3	65	89	208
Total	123,106	677	777	27,619	41,931	94,810

Location of Crashes by Population

	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES	KILLED	INJURED
 MINNEAPOLIS (434,400)	19,116	39	3,780	15,297	40	5,961
 ST. PAUL (309,866)	14,166	28	3,062	11,076	28	4,302
 DULUTH (105,578)	3,104	14	584	2,506	15	819
 BLOOMINGTON (81,970)	2,716	4	690	2,022	4	957
25,000 - 50,000 	20,305	37	4,615	15,653	39	6,784
10,000 - 25,000 	18,818	55	3,988	14,775	61	5,711
2,500 - 10,000 	15,334	55	2,963	12,316	59	4,322
 RURAL (Under 2,500)	29,547	445	7,937	21,165	531	13,075

MINNESOTA MOTOR VEHICLE TRAFFIC CRASHES
BY CITY GROUPINGS*

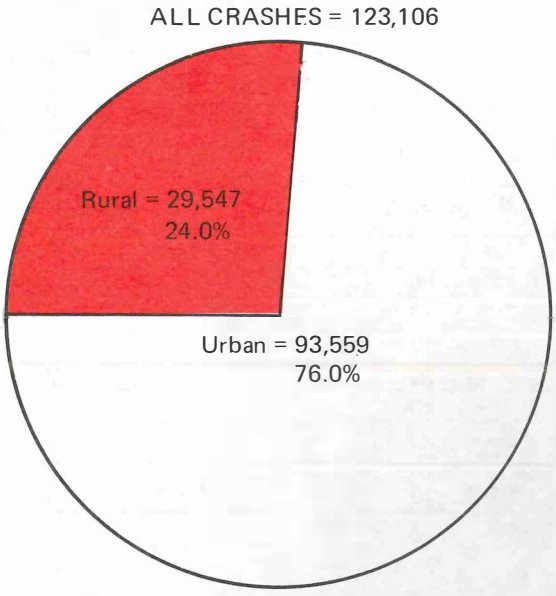
CITY GROUP	ALL CRASHES	FATAL CRASHES	NUMBER KILLED	PERSONAL INJURY CRASHES	NUMBER INJURED	PROPERTY DAMAGE CRASHES
A. Pop. 100,000 or more						
Minneapolis	19,116	39	40	3,780	5,961	15,297
St. Paul	14,166	28	28	3,062	4,302	11,076
Duluth	3,104	14	15	584	819	2,506
B. Pop. 20,000 - 99,999						
Austin	897	2	4	152	200	743
Bloomington	2,716	4	4	690	957	2,022
Brooklyn Center	1,093	2	2	240	395	851
Brooklyn Park	816	4	5	233	368	579
Columbia Heights	636	3	3	124	181	509
Coon Rapids	876	2	2	253	377	621
Crystal	615	—	—	120	175	495
Edina	1,260	—	—	278	411	982
Fridley	1,091	2	2	311	468	778
Golden Valley	1,152	1	1	226	332	925
Mankato	1,649	4	4	307	425	1,338
Maplewood	954	1	2	279	409	674
Minnetonka	979	5	5	199	296	775
Moorhead	1,371	1	1	216	322	1,154
Richfield	1,483	3	3	390	577	1,090
Rochester	2,298	4	4	526	757	1,768
Roseville	1,118	5	5	229	341	884
St. Cloud	2,269	1	1	483	695	1,785
St. Louis Park	1,623	—	—	366	513	1,257
South St. Paul	668	1	1	138	180	529
White Bear Lake	647	3	3	187	259	457
Winona	810	3	3	185	255	622
C. Pop. 10,000 - 19,999						
Albert Lea	772	1	1	159	220	612
Anoka	625	5	5	137	212	483
Bemidji	447	1	1	71	106	375
Blaine	626	2	2	177	270	447
Brainerd	695	1	2	105	138	589
Burnsville	819	5	5	212	308	602
Cottage Grove	239	2	2	78	119	159
Eagan	468	2	2	129	185	337
Faribault	640	2	3	144	217	494
Fairmont	383	—	—	66	92	317
Fergus Falls	418	—	—	48	71	370
Hastings	359	2	2	78	103	279
Hibbing	739	—	—	133	182	606
Hopkins	671	—	—	122	166	549
Inver Grove Heights	414	2	2	133	183	279
New Brighton	469	2	2	109	167	358
New Hope	401	1	1	97	153	303
New Ulm	502	3	3	90	130	409
Northfield	221	1	2	23	32	197
North St. Paul	251	—	—	71	110	180
Owatonna	522	1	1	86	124	435
Plymouth	581	3	3	154	228	424
Red Wing	441	1	1	93	127	347
Robbinsdale	613	1	1	142	211	470
Shoreview	231	1	1	57	84	173
Stillwater	328	1	1	71	104	256
Virginia	569	3	4	91	130	475
West St. Paul	618	2	2	164	233	452

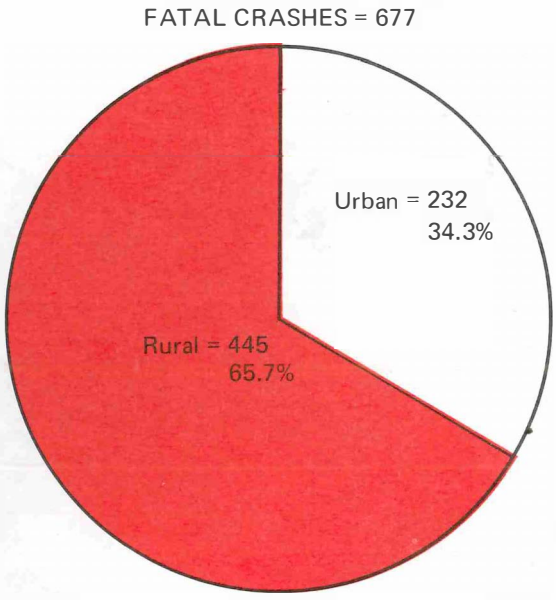
*Population figures are from the U.S. 1970 census.

CITY GROUP	ALL CRASHES	FATAL CRASHES	NUMBER KILLED	PERSONAL INJURY CRASHES	NUMBER INJURED	PROPERTY DAMAGE CRASHES
Willmar	756	–	–	121	154	635
D. Pop. 5,000 - 9,000						
Alexandria	386	–	–	86	116	300
Apple Valley	221	1	1	62	106	158
Chisholm	151	–	–	2	2	149
Cloquet	333	2	2	76	114	255
Crookston	345	2	2	50	75	293
Detroit Lakes	257	1	1	55	83	201
East Grand Forks	385	1	1	61	94	323
Eden Prairie	363	4	4	113	170	246
Ely	140	–	–	7	10	133
Eveleth	116	–	–	14	23	102
Falcon Heights	167	–	–	40	58	127
Grand Rapids	389	2	2	64	78	323
Ham Lake	56	–	–	23	34	33
Hutchinson	340	1	1	57	83	282
International Falls	287	–	–	62	83	225
Litchfield	174	–	–	31	50	143
Little Falls	358	1	1	58	82	299
Maple Grove	190	2	2	59	86	129
Marshall	354	–	–	60	75	294
Mendota Heights	316	–	–	78	117	238
Montevideo	168	2	2	16	25	150
Mound	169	2	2	39	56	128
Mounds View	287	–	–	78	117	209
New Prague	94	1	1	13	27	80
North Mankato	192	–	–	38	48	154
Orono	179	–	–	52	73	127
Pipestone	180	–	–	18	21	162
St. Anthony	241	2	3	47	82	192
St. Paul Park	77	1	1	15	24	61
St. Peter	275	–	–	43	61	232
Sauk Rapids	151	–	–	37	52	114
Shakopee	292	1	1	64	94	227
Spring Lake Park	160	–	–	44	60	116
Thief River Falls	373	1	1	72	96	300
Waseca	206	2	2	31	40	173
Worthington	462	–	–	70	102	392
E. Pop. 2,500 - 4,999						
Arden Hills	223	–	–	46	64	177
Aurora	76	–	–	10	13	66
Babbitt	28	–	–	2	3	26
Bayport	28	–	–	5	7	23
Benson	98	1	1	16	18	81
Blue Earth	93	–	–	14	24	79
Breckenridge	185	–	–	24	31	161
Buffalo	83	–	–	20	28	63
Caledonia	51	–	–	15	19	36
Cambridge	138	–	–	15	20	123
Chanhassen	201	3	3	70	125	128
Chaska	167	2	2	30	47	135
Circle Pines	47	–	–	14	16	33
Deephaven	36	1	1	8	11	27
East Bethel	75	–	–	24	32	51
East Granite Falls	14	–	–	4	5	10
Excelsior	110	–	–	15	34	95

CITY GROUP	ALL CRASHES	FATAL CRASHES	NUMBER KILLED	PERSONAL INJURY CRASHES	NUMBER INJURED	PROPERTY DAMAGE CRASHES
Farmington	91	—	—	11	20	80
Forest Lake	148	—	—	34	47	114
Glencoe	108	—	—	15	25	93
Glenwood	72	—	—	9	13	63
Granite Falls	73	—	—	10	12	63
Hoyt Lakes	49	—	—	15	22	34
Jackson	118	1	1	24	34	93
LaCrescent	96	1	1	24	39	71
Lake City	97	—	—	18	27	79
Lakeville	261	—	—	76	119	185
Lino Lakes	105	—	—	32	50	73
Le Sueur	75	—	—	4	5	71
Little Canada	258	—	—	56	77	202
Luverne	125	1	1	12	20	112
Mahtomedi	68	—	—	17	20	51
Minnetrista	77	—	—	21	35	56
Mora	86	1	1	10	17	75
Morris	168	1	1	29	39	138
Newport	128	2	2	24	32	102
Olivia	74	2	2	6	9	66
Ortonville	86	1	1	11	13	74
Osseo	115	—	—	23	33	92
Park Rapids	80	—	—	9	12	71
Princeton	109	—	—	22	36	87
Proctor	53	—	—	7	10	46
Redwood Falls	180	1	1	26	33	153
Roseau	76	1	1	9	12	66
St. James	138	—	—	30	37	108
Sauk Centre	76	—	—	3	4	73
Shorewood	108	—	—	41	72	67
Silver Bay	50	—	—	6	7	44
Sleepy Eye	123	—	—	17	22	106
Springfield	53	—	—	8	14	45
Staples	64	—	—	6	6	58
Stewartville	38	—	—	7	10	31
Tracy	65	—	—	11	14	54
Two Harbors	101	—	—	14	17	87
Vadnais Heights	127	—	—	29	42	98
Wadena	158	2	4	19	25	137
Waite Park	189	—	—	41	58	148
Wayzata	213	2	2	44	68	167
Wells	57	—	—	4	7	53
Windom	165	—	—	23	33	142
Woodbury	146	3	4	39	61	104

LOCATION OF CRASHES BY URBAN OR RURAL AREA





ACCIDENTS BY DRIVER RESIDENCE

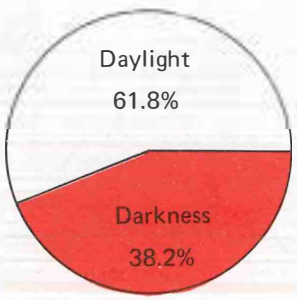
DRIVER RESIDENCE	TOTAL	FATAL	PERSONAL INJURY	PROPERTY DAMAGE
Urban Resident	140,516	461	32,369	107,686
Rural Resident	42,525	397	10,072	32,056
Non-Resident	11,523	100	2721	8712
Not Stated	18,352	55	1553	16,744
Total	**212,926**	**1013**	**46,715**	**165,198**

Weather and Light Conditions

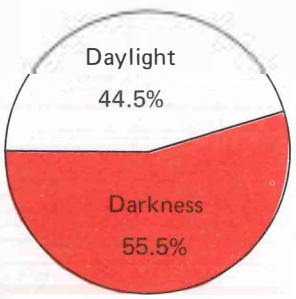
WEATHER CONDITIONS	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES
CLEAR 	70,004	588	22,628	46,828
RAIN 	7,034	42	2,461	4,531
SNOW OR SLEET 	6,853	21	1,593	5,239
FOG 	636	8	231	397
ALL OTHERS & NOT STATED	38,539	18	706	37,815
TOTAL	123,106	677	27,619	94,810

LIGHT CONDITIONS	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES		NUMBER KILLED	NUMBER INJURED
Daylight	76,021	301	16,348	59,372		336	24,630
Darkness	47,085	376	11,271	35,438		441	17,301
TOTAL	123,106	677	27,619	94,810		777	41,931

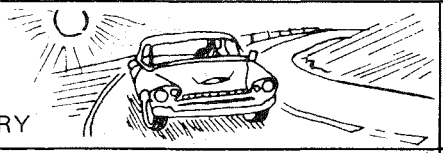
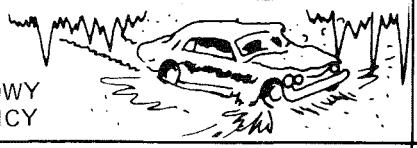
ALL CRASHES



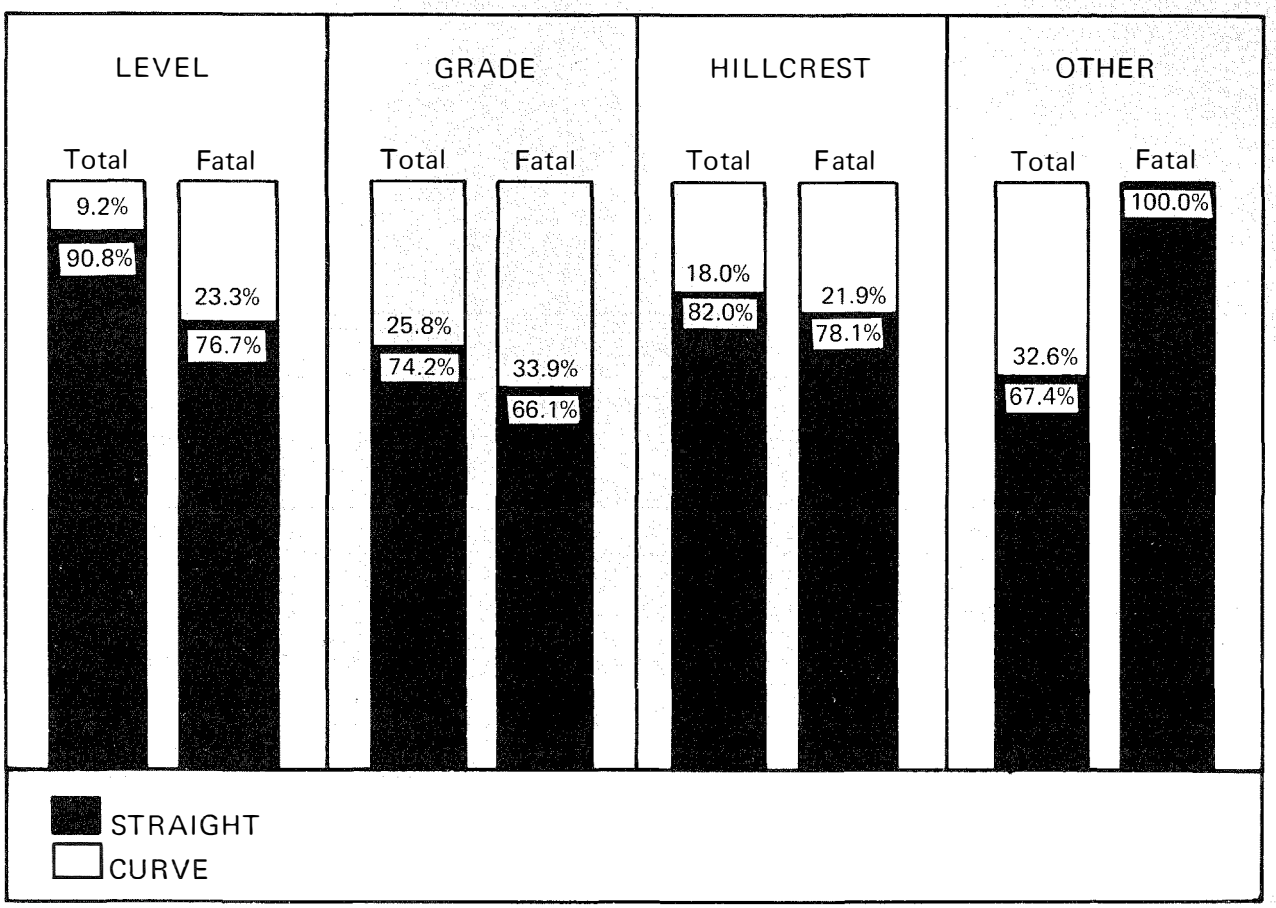
FATAL CRASHES



Road Surface and Character

ROAD SURFACE CONDITIONS	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES
 DRY	39,513	459	14,723	24,331
 WET	12,379	67	4,256	8,056
 SNOWY OR ICY	20,433	68	4,595	15,770
ALL OTHERS & NOT STATED	50,781	83	4,045	46,653
TOTAL	123,106	677	27,619	94,810

ROAD CHARACTER



Mileage and Crash Distribution by Road Classification

ROAD MILEAGE SUMMARY

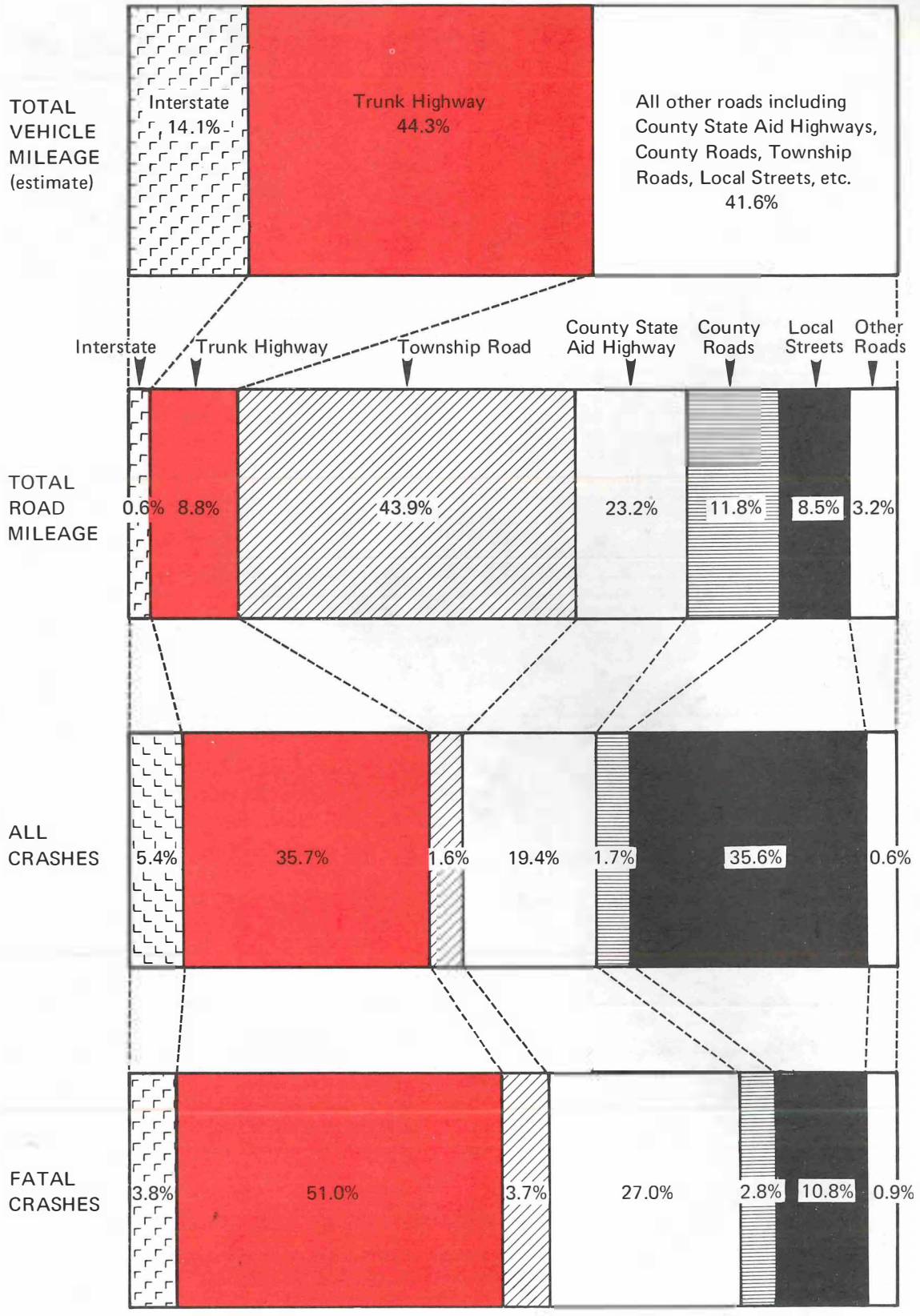
TYPE OF ROAD	MILES	PERCENT
Interstate Freeways		
Open to Traffic	797	.6%
Trunk Highways	11,396	8.8
County State Aid Highways	29,786	23.2
County Roads	15,172	11.8
Township Road	56,299	43.9
Local Street	10,867	8.5
Other Road	4,066	3.2
TOTAL	128,383	100.0%

CRASHES BY TYPE OF ROAD CLASSIFICATION

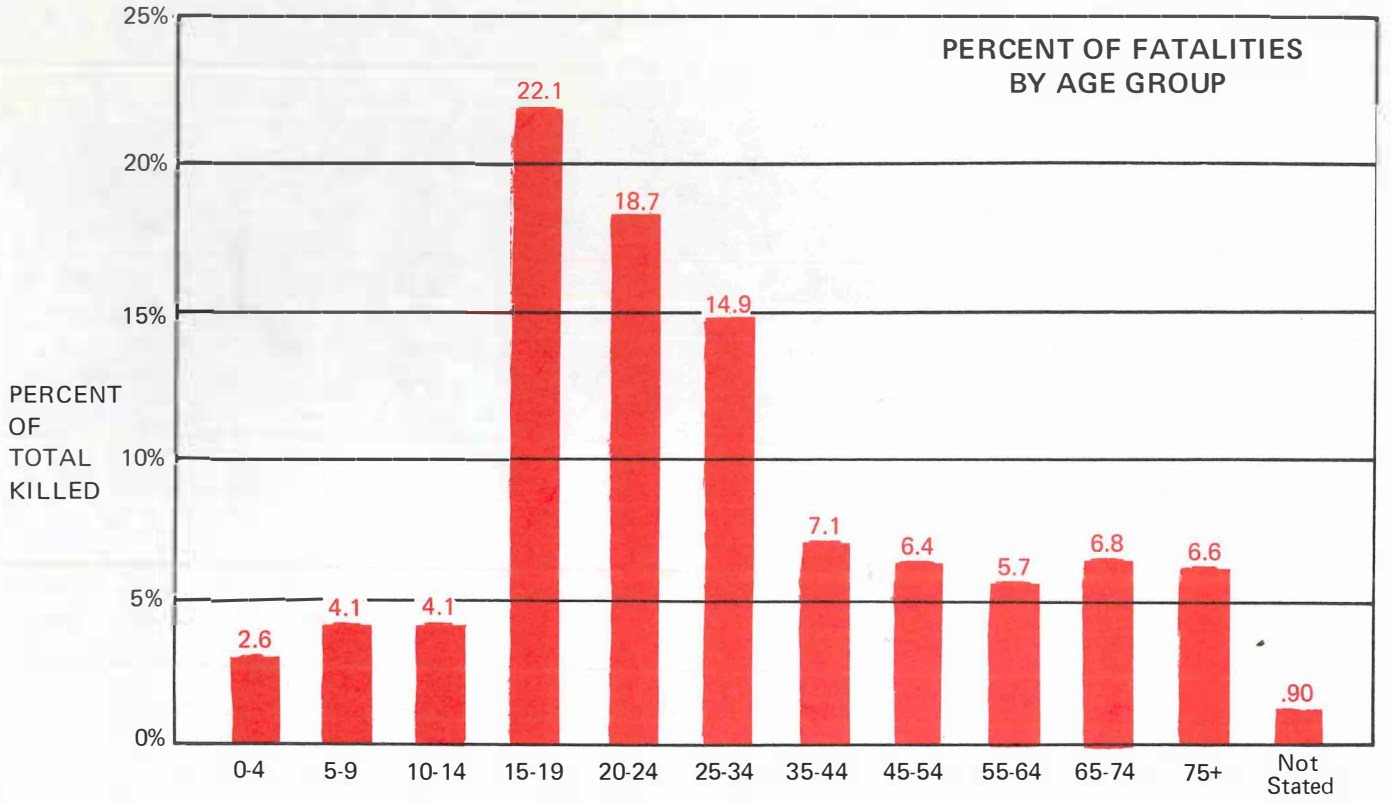
ROAD CLASSIFICATION	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES	NUMBER OF PEOPLE KILLED	NUMBER OF PEOPLE INJURED
Urban* Interstate	5,472	15	1,182	4,275	17	1,674
Rural Interstate	1,183	11	277	895	11	417
Urban* Trunk Highway	30,822	98	7,084	23,640	104	10,913
Rural Trunk Highway	13,173	247	3,645	9,283	318	6,206
County State Aid Highway	23,917	183	6,448	17,286	197	9,935
County Road	2,049	19	661	1,369	20	1,005
Township Road	2,010	25	516	1,469	27	875
Local Street	43,775	73	7,657	36,045	77	10,671
Other Road	705	6	151	548	6	235
TOTAL	123,106	677	27,619	94,810	777	41,931

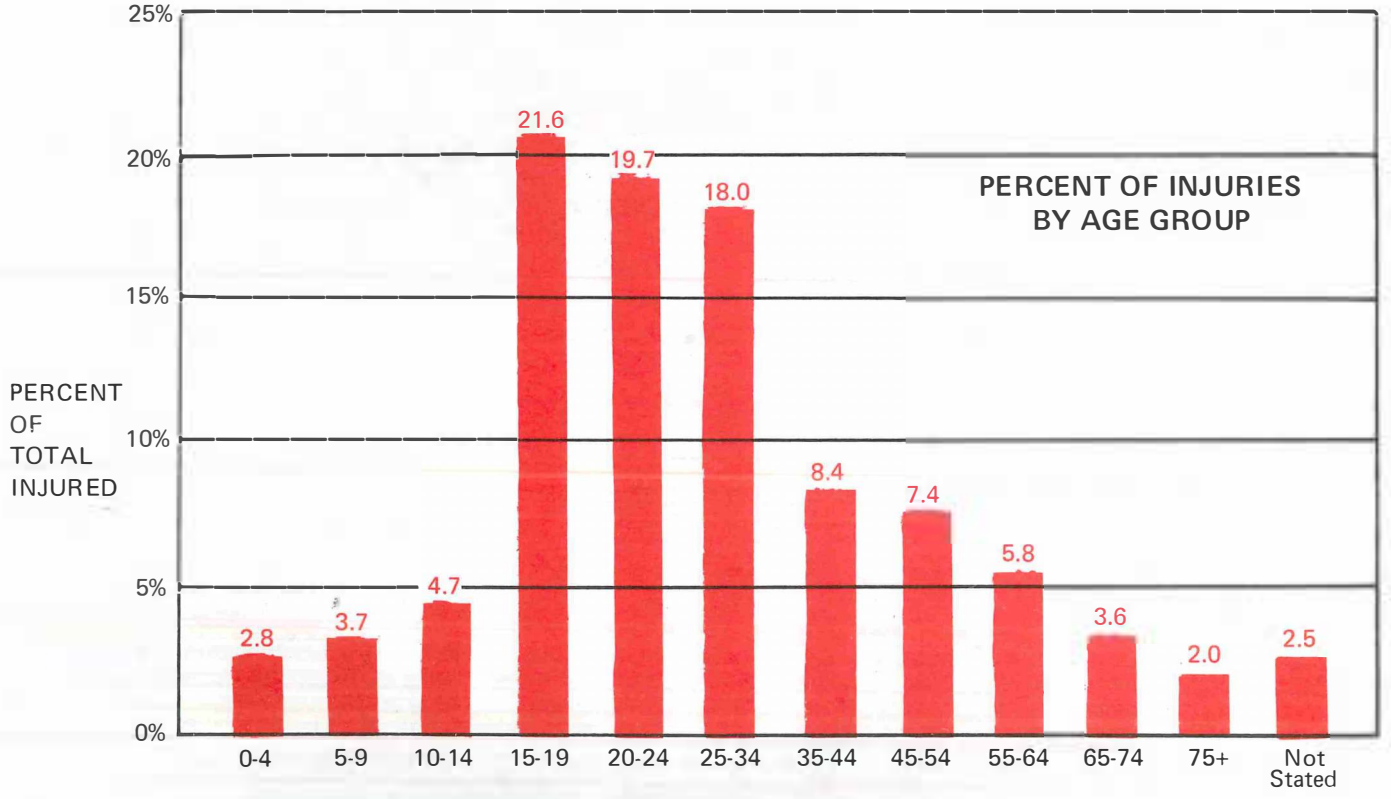
*Any built-up area of 2,500 or more population

MILEAGE AND CRASH DISTRIBUTION BY TYPE OF ROADWAY



Age of Persons Injured and Killed

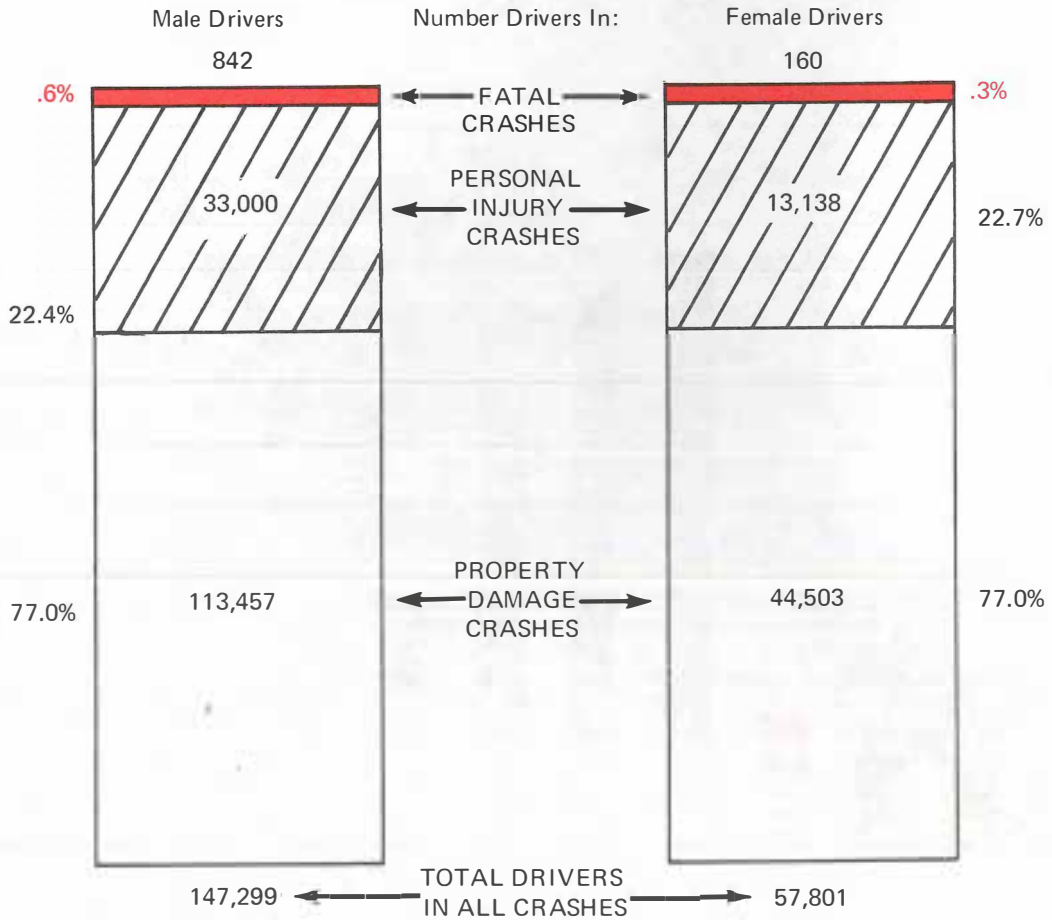




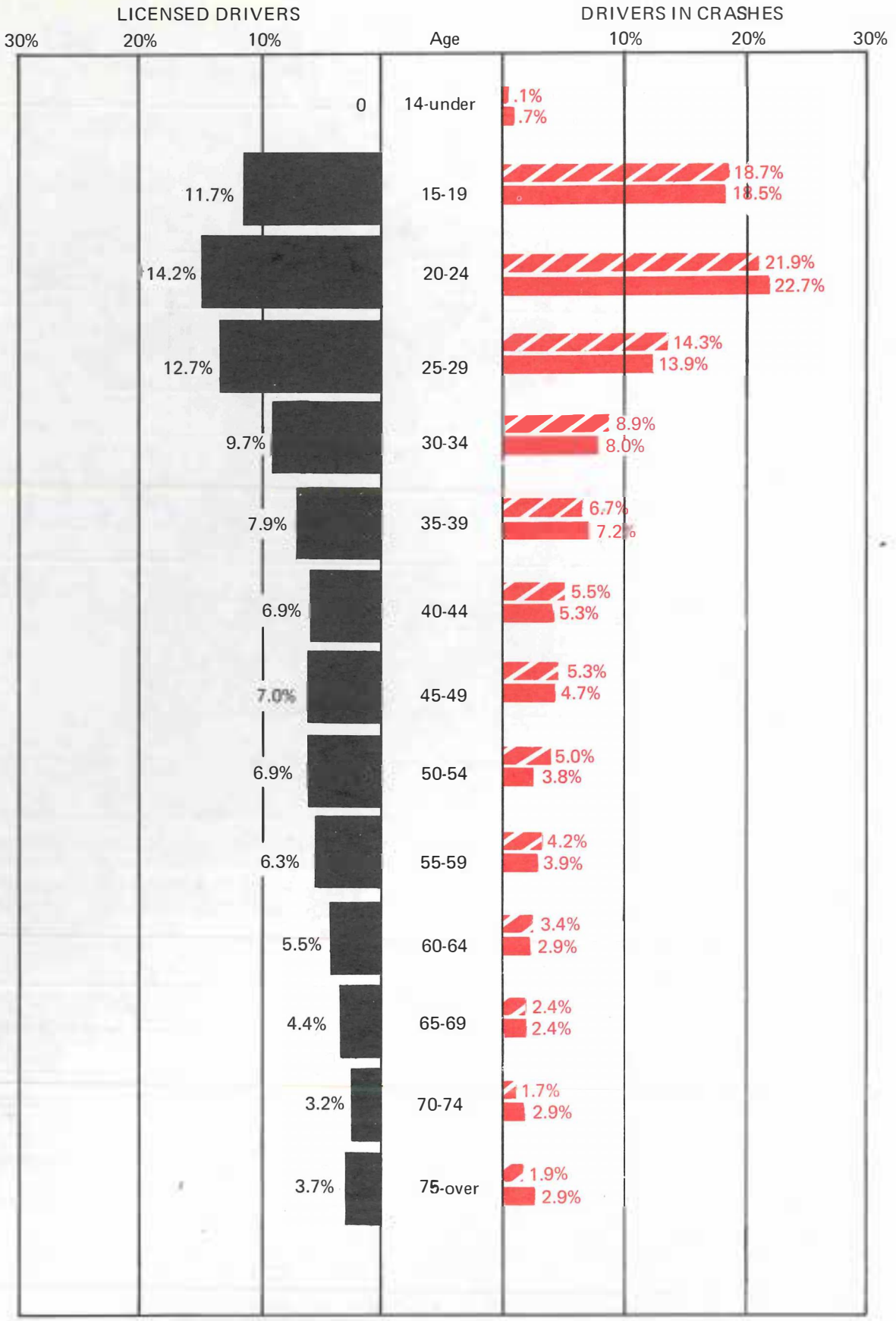
AGE GROUP	TOTAL KILLED			TOTAL INJURED		
	All	Male	Female	All	Male	Female
0 - 4	20	7	13	1,161	617	544
5 - 9	32	16	16	1,542	842	700
10 - 14	32	21	11	1,959	1,076	883
15 - 19	172	129	43	9,038	5,344	3,694
20 - 24	145	113	32	8,242	5,192	3,050
25 - 34	116	87	29	7,540	4,515	3,025
35 - 44	55	42	13	3,538	1,891	1,647
45 - 54	50	38	12	3,092	1,555	1,537
55 - 64	45	29	16	2,429	1,214	1,215
65 - 74	53	32	21	1,495	705	790
75 - up	52	31	21	848	446	402
Not Stated	5	3	2	1,047	442	605
TOTAL	777	548	229	41,931	23,839	18,092

Drivers Involved in Crashes

DISTRIBUTION OF DRIVERS IN CRASHES
BY SEX AND DEGREE OF SEVERITY



AGE DISTRIBUTION OF LICENSED DRIVERS AND THEIR INVOLVEMENT IN CRASHES



Percent of All Licensed Drivers

Percent of All Drivers* in All Crashes

Percent of All Drivers* in Fatal Crashes

Total Drivers in Crashes:
212,926 (no age stated = 24,364)

Total Drivers in Fatal Crashes:
1,013 (no age stated = 15)

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

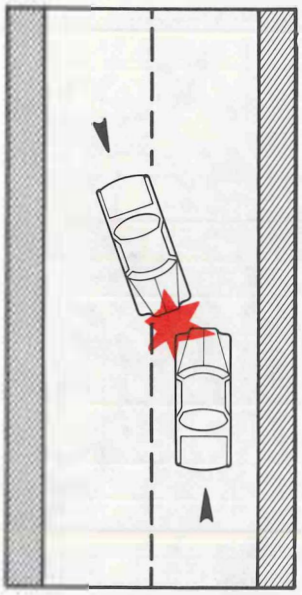
DRIVERS IN TRAFFIC CRASHES

AGE	NUMBER OF DRIVERS IN: ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES	NUMBER LICENSED DRIVERS
14-under	194	7	67	120	0
15-19	35,234	185	8,526	23,523	263,900
20-24	41,237	227	10,353	30,657	323,050
25-29	26,981	139	6,712	20,130	288,925
30-34	16,871	80	4,113	12,678	220,675
35-39	12,710	72	3,024	9,614	179,725
40-44	10,345	53	2,403	7,889	156,975
45-49	10,047	47	2,382	7,618	159,250
50-54	9,366	38	2,188	7,140	156,975
55-59	7,960	39	1,822	6,099	143,325
60-64	6,333	29	1,476	4,828	125,125
65-69	4,505	24	1,028	3,453	100,100
70-74	3,149	29	720	2,400	72,800
75-over	3,630	29	884	2,717	84,175
Sub Total	188,562	998	45,698	141,866	2,275,000
Not Stated	24,364	15	1,017	23,332	0
TOTAL	212,926	1,013	46,715	165,198	2,275,000

PROBABLE DRIVER BEHAVIORS IN CRASHES

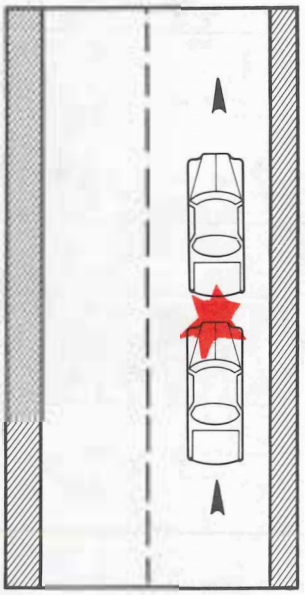
DRIVER BEHAVIOR INDICATED	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES
Illegal / Unsafe Speed	13,618	157	5,146	8,315
Traffic Control Violation	2,861	32	1,318	1,511
Over Center Line, Wrong Lane	3,117	100	1,101	1,916
Improper Parking, Starting, Stopping	1,744	3	380	1,361
Improper Passing	1,286	10	272	1,004
Following Too Closely	4,028	10	1,315	2,703
Failure To Yield Right-Of-Way	13,196	73	4,517	8,606
No Signal / Improper Signal	536	0	122	414
Vision Obscurement	3,145	10	895	2,240
Bicycle Violation	536	4	517	15
Impeding Traffic	256	2	69	185
Improper Left Turn	757	10	181	566
Improper Right Turn	477	0	63	414
Other Improper Turn	1,554	2	280	1,272
Beyond Driver's Control	37,004	246	12,151	24,607
Defective Equipment	1,561	7	556	998
Pedestrian Violation	774	32	723	19
Other	126,476	315	17,109	109,052
TOTAL	212,926	1,013	46,715	165,198

TWO-VEHICLE NON-INTERSECTION CRASHES



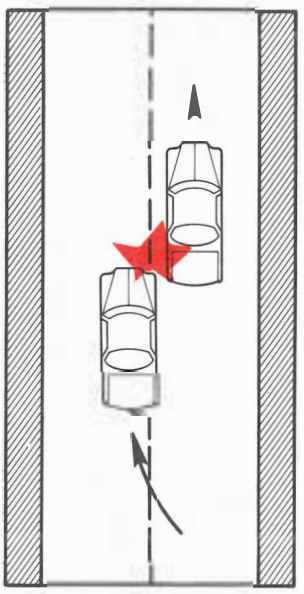
OPPOSITE DIRECTION BOTH MOVING

All Crashes	3,086
Fatal Crashes	78
Personal Injury Crashes	1,164
Property Damage Crashes	1,844



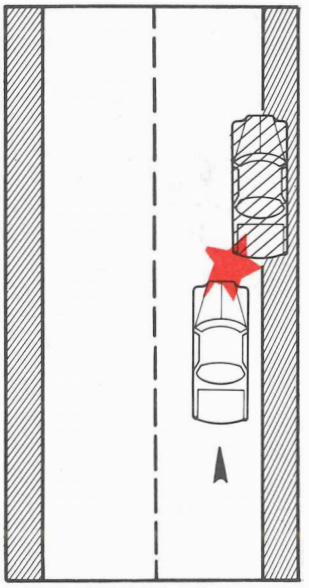
BOTH SAME DIRECTION
REAR END

All Crashes	2,206
Fatal Crashes	13
Personal Injury Crashes	769
Property Damage Crashes	1,424



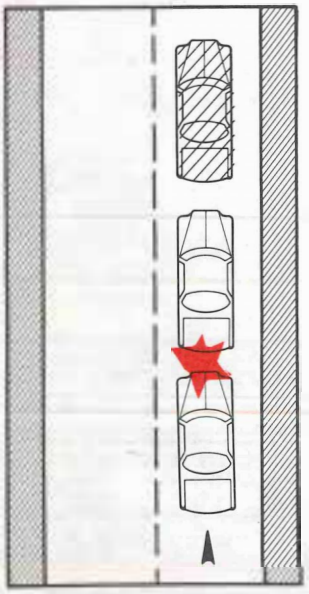
SIDESWIPE

All Crashes	2,031
Fatal Crashes	1
Personal Injury Crashes	347
Property Damage Crashes	1,683



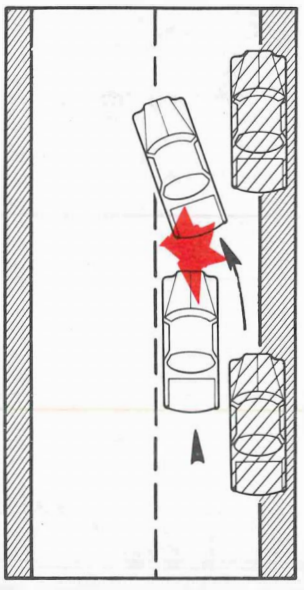
ONE VEHICLE PARKED

All Crashes	11,986
Fatal Crashes	7
Personal Injury Crashes	1,376
Property Damage Crashes	10,603



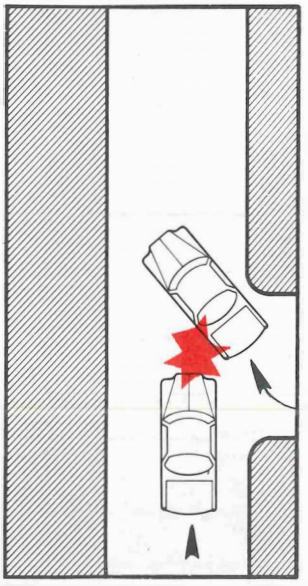
ONE VEHICLE STOPPED IN TRAFFIC

All Crashes	2,725
Fatal Crashes	3
Personal Injury Crashes	1,056
Property Damage Crashes	1,666



ONE VEHICLE ENT. OR LVE. PRK. SPACE

All Crashes	1,309
Fatal Crashes	10
Personal Injury Crashes	103
Property Damage Crashes	1,206



ONE VEHICLE ENT. OR LVE. ALLEY OR DRIVEWAY

All Crashes	5,390
Fatal Crashes	19
Personal Injury Crashes	1,144
Property Damage Crashes	4,227

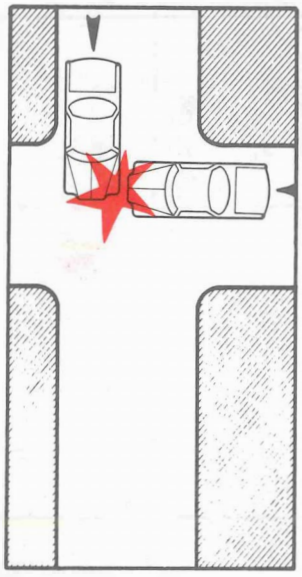
ALL OTHERS & NOT STATED

All Crashes	953
Fatal Crashes	30
Personal Injury Crashes	201
Property Damage Crashes	722

TOTAL TWO-VEHICLE NON-INTERSECTION CRASHES

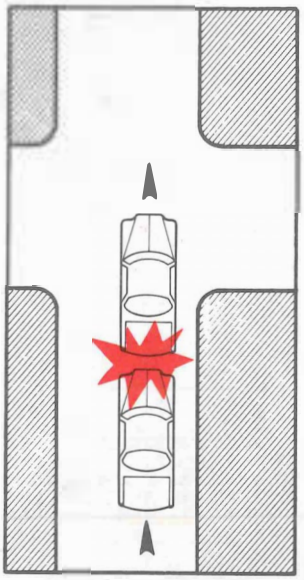
All Crashes	29,686
Fatal Crashes	151
Personal Injury Crashes	6,160
Property Damage Crashes	23,375

TWO-VEHICLE INTERSECTION CRASHES



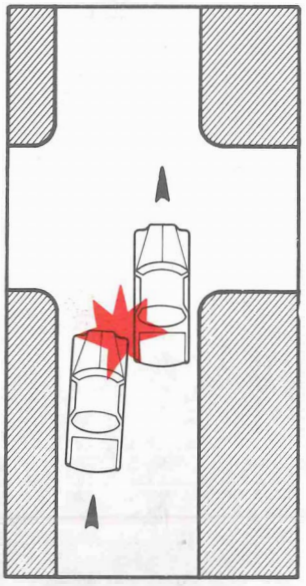
ENTERING AT ANGLE

All Crashes	17,824
Fatal Crashes	97
Personal Injury Crashes	5,999
Property Damage Crashes	11,728



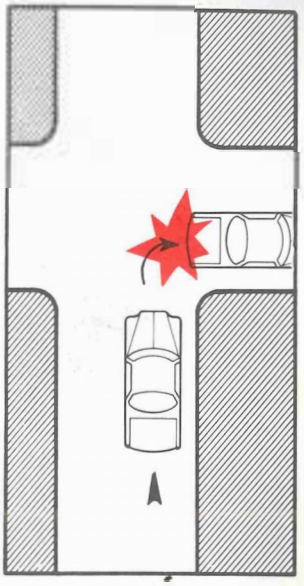
SAME DIRECTION – BOTH STRAIGHT
REAR END

All Crashes	7,681
Fatal Crashes	3
Personal Injury Crashes	2,447
Property Damage Crashes	5,231



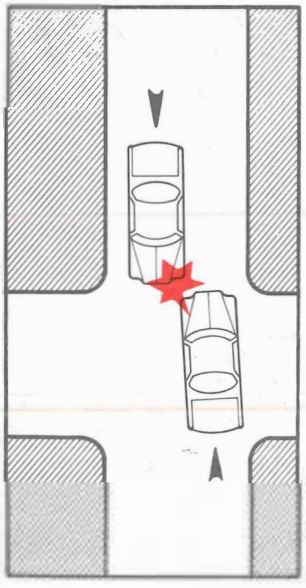
SIDESWIPE

All Crashes	493
Fatal Crashes	0
Personal Injury Crashes	75
Property Damage Crashes	418



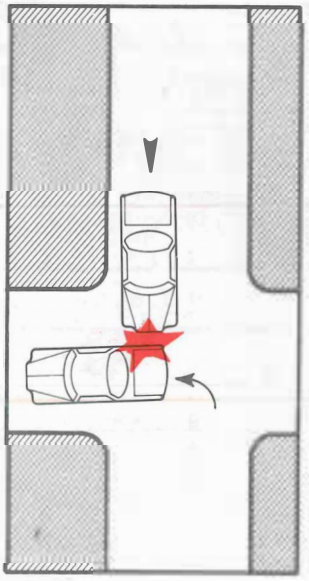
SAME DIRECTION ONE TURNING, ONE STRAIGHT

All Crashes	3,990
Fatal Crashes	7
Personal Injury Crashes	1,122
Property Damage Crashes	2,861



OPPOSITE DIRECTION GOING STRAIGHT

All Crashes	308
Fatal Crashes	12
Personal Injury Crashes	152
Property Damage Crashes	144



OPPOSITE DIRECTION ONE TURNING LEFT, ONE STRAIGHT

All Crashes	3,901
Fatal Crashes	11
Personal Injury Crashes	1,408
Property Damage Crashes	2,482

SAME DIRECTION ALL OTHERS

All Crashes	1,281
Fatal Crashes	1
Personal Injury Crashes	153
Property Damage Crashes	1,127

OPPOSITE DIRECTION ALL OTHERS

All Crashes	1,068
Fatal Crashes	6
Personal Injury Crashes	213
Property Damage Crashes	849

NOT STATED

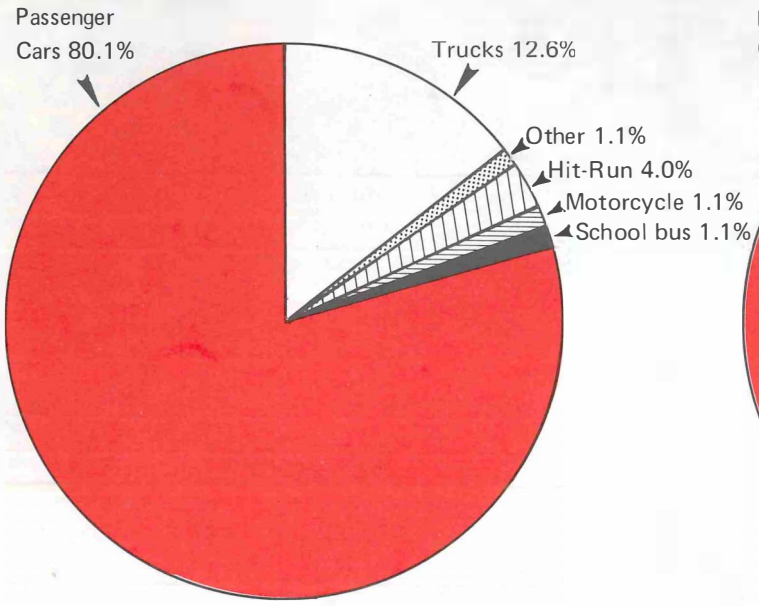
All Crashes	109
Fatal Crashes	—
Personal Injury Crashes	23
Property Damage Crashes	86

TOTAL TWO VEHICLE INTERSECTION CRASHES

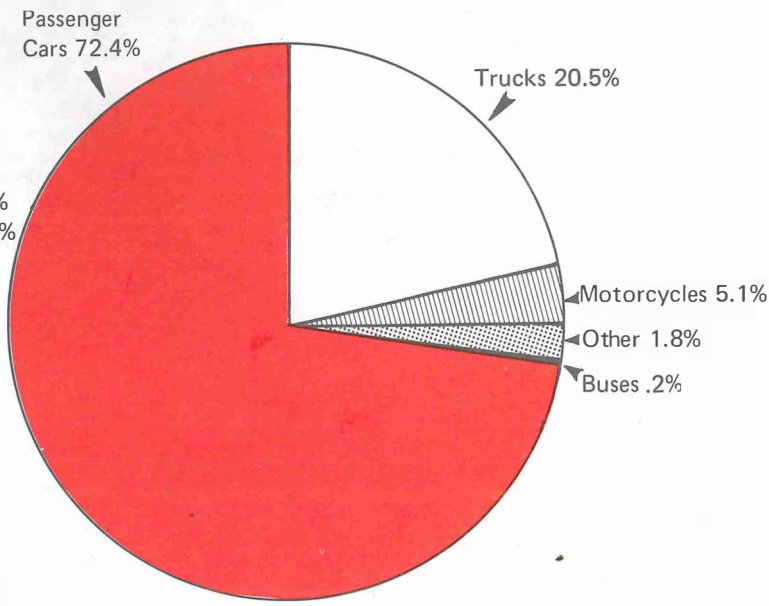
All Crashes	36,655
Fatal Crashes	137
Personal Injury Crashes	11,592
Property Damage Crashes	24,926

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	184,653	673	38,703	145,277
Pass. Car & Trailer	379	3	77	299
Trk/Trk Tractor	25,645	174	5,365	20,106
Trk Tractor & Semi-Trail.	2,802	54	633	2,115
Trk Tractor & Twin-Trail.	5	0	2	3
Other Truck Comb.	353	4	67	282
Farm Tractor &/or Farm Equipment	264	9	86	169
Taxicab	730	1	141	588
Bus	1,020	6	198	816
School Bus	708	2	154	552
Motorcycle	2,463	64	1,867	532
Snowmobile	241	10	141	90
Emergency Vehicles	192	0	66	126
Military Vehicles	7	0	0	7
Other Public Vehicles	1,460	11	273	1,176
Hit-Run Vehicles	9,166	16	846	8,304
Other & Not Stated	325	4	80	241
TOTAL VEHICLES	230,413	1,031	48,699	180,683

MOTOR VEHICLE REGISTRATIONS

TYPE MOTOR VEHICLE	1974 REGISTRATIONS
Passenger Cars	1,943,956
Trucks	
Gross Weight	442,904
Farm	101,976
Urban	4,571
Buses	6,149
Motorcycles	136,256
Recreational	16,200
Tax Exempt	33,273
TOTAL	2,685,285

MINNESOTA VEHICLE REGISTRATION, 1966 - 1975

TYPE OF VEHICLE	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975
Passenger Cars	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	1,943,956
Trucks										
Gross Weight	228,964	246,135	265,678	288,778	310,150	334,414	355,100	385,826	425,743	442,904
Farm	103,055	104,124	105,074	105,242	105,212	105,202	103,346	104,200	108,714	101,976
Urban	3,693	3,925	4,037	4,250	4,402	4,731	4,645	4,410	4,605	4,571
SUB-TOTAL, TRUCKS	335,712	354,184	374,789	398,270	419,764	444,347	463,091	494,436	539,062	549,451
Tax Exempt	22,899	25,997	29,603	26,647	24,438	26,296	24,443	31,740	35,848	33,273
Buses	2,157	1,943	1,970	1,948	1,799	1,300	2,956	3,019	3,165	2,352
School Buses	3,921	4,038	4,314	4,508	4,740	5,093	3,604	3,491	3,665	3,797
Motorcycles	49,775	55,892	60,886	61,199	71,914	90,150	103,286	119,227	138,193	136,256
Recreational[1]	525	1,286			4,834	6,592	9,233	12,318	14,328	16,200
MOTOR VEHICLE SUB-TOTAL	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	2,685,285
Mobile Homes[2]	20,892	23,904	25,997	28,728	34,440	38,670	30,560	604	54,589	
Trailers[3]	246,978	79,073	290,125	333,085	336,686	378,939	398.718	451,539	459,049	497,071
SUB-TOTAL, TRAILERS	267,870	102,977	316,122	361,813	371,126	417,609	429,278	452,143	513,638	497,071
Collector's Item[4]						7,779	8,504	9,427	10,120	10,806
GRAND TOTAL[5]	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	3,193,162

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 1966 - 1975

	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975
Number of Licensed Drivers	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	2,275,000
Permits Issued	175,330	164,303	170,826	168,061	167,713	168,110	156,230	162,016	126,860	128,159
Written Tests	189,719	173,475	207,068	241,720	266,649	264,068	226,000	238,482	287,392	312,407
Road Tests	193,815	178,921	200,373	213,058	221,856	221,741	198,000	215,604	234,076	211,335
Regular Licenses Issued	455,558	519,673	666,566	534,356	522,528	613,000				
Classified Licenses Issued:**							720,777	630,689	591,489	671,618
Class A							60,306	62,371	9,048	6,860
Class B							22,139	24,825	10,415	9,912
Class C							638,332	543,493	572,036	654,846
Duplicate Licenses Issued:	175,191	185,039	197,779	202,373	209,393	217,331	190,265	203,836	189,617	188,711
Endorsements on Licenses										
Motorcycle	*	*	*	*	*	*	N.A.	55,377	91,024	127,081
School Bus	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	16,469	18,439	19,757
Driver Evaluations	13,941	14,189	15,294	14,254	15,201	13,033	18,783	12,744	10,811	12,194
Driver Evaluation Suspensions	16,975	16,775	17,069	16,212	14,669	11,065	11,901	12,011	10,563	9,623
Suspensions Due to Non-Payment of Fine***										5,042
Safety Responsibility Act Suspensions	24,801	21,067	19,585	21,602	26,431	23,734	17,734	19,060	17,502	1,089
No-Fault Suspensions - Driver License***										6,246
Revocations	8,807	8,912	10,819	11,961	12,134	12,974	12,624	14,987	16,733	20,381
License Cancellations	3,503	3,338	4,004	3,540	3,357	3,447	5,656	4,789	6,232	4,380
Medical Referrals	4,436	4,894	6,136	4,155	2,752	3,892	2,442	2,724	2,960	2,719
Referrals to Driver Improvement Clinics								643	633	508
Reported Convictions	232,344	219,938	239,627	241,579	235,676	253,652	225,491	297,412	307,528	348,979

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

**Beginning in 1972, classified licenses were issued.

***Beginning January 1, 1975.

Motor Vehicle Inspection

1969

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

1970

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

1971

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

1972[1]

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

[1]Due to coding error, 8,858 vehicles inspected in District 25 are not represented in this table.
[2]Includes only those vehicles for which complete inspection reports are available.
[3]Motorcycles were not inspected in 1970.

MOTOR VEHICLE INSPECTION

1973

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

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

1974

TYPE OF VEHICLE	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%

1975

TYPE OF VEHICLE	NUMBER DEFECTS	NUMBER REJECTED	NUMBER* INSPECTED	PERCENT REJECTED
Cars	82,431	43,776	107,565	40.7%
Trucks	21,079	9,433	22,104	42.7%
School Buses	19,366	3,191	18,122	17.6%
Motorcycles	236	119	689	17.3%
TOTAL VEHICLES	123,112	56,519	148,480	38.1%

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.

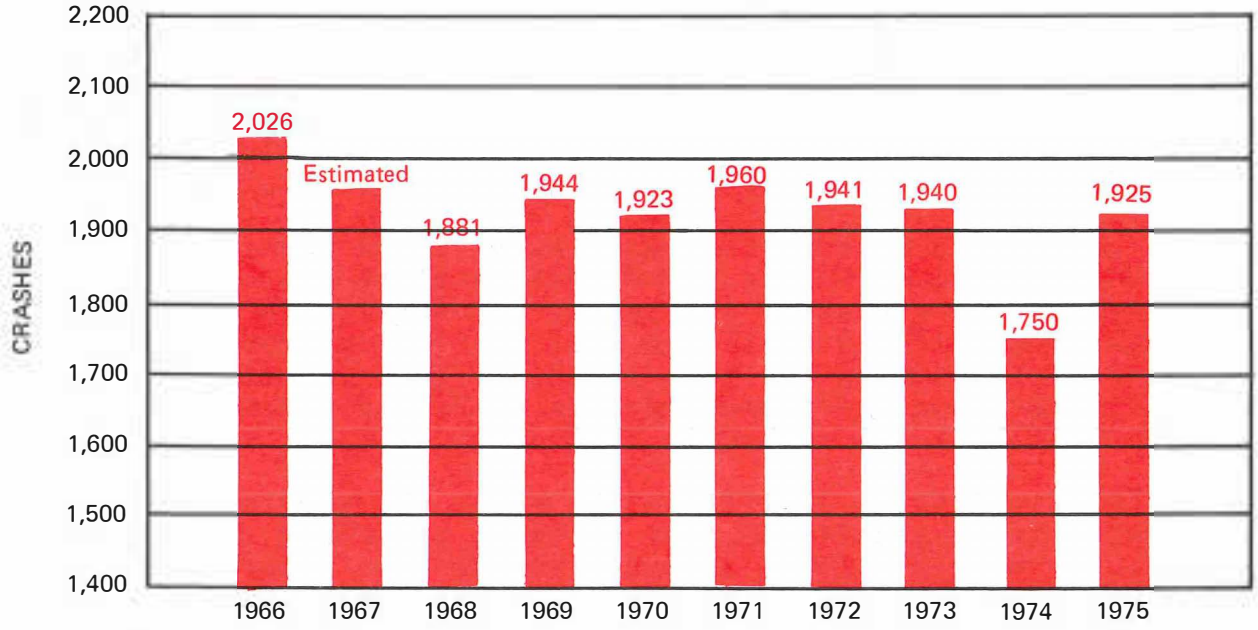
Since 1965 there has been an average of 1,921 pedestrian crashes per year, in which an average of 132 fatalities and 1,924 injuries have occurred. During 1975, there were 1,925 pedestrian-involved crashes in which 121 pedestrians were killed and an additional 1,918 were injured. In 1975 Minnesota experienced a 14 percent increase in the number of pedestrian fatalities and a 10 percent increase in the number of pedestrian-involved crashes. The increase in 1975 pedestrian crashes and fatalities can be partially explained by the 4.2 percent increase in the number of vehicle miles traveled, which results in more cars on the road and an increased likelihood of their collision with a pedestrian. Alcohol also seems to be playing a more significant role as a contributing factor in pedestrian crashes, in terms of the pedestrians themselves and the drivers as well.

It is normally the very young and the very old age groups that contribute the most to the pedestrian fatality picture. During 1975 nearly 29 percent of the pedestrian fatalities were in the two age groups of 5-9 or 75 and over. Injuries provide a quite similar picture, with the peak number of injuries coming from the 5-9 age group and those under 15 years old making up 41 percent of the total number injured.

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.

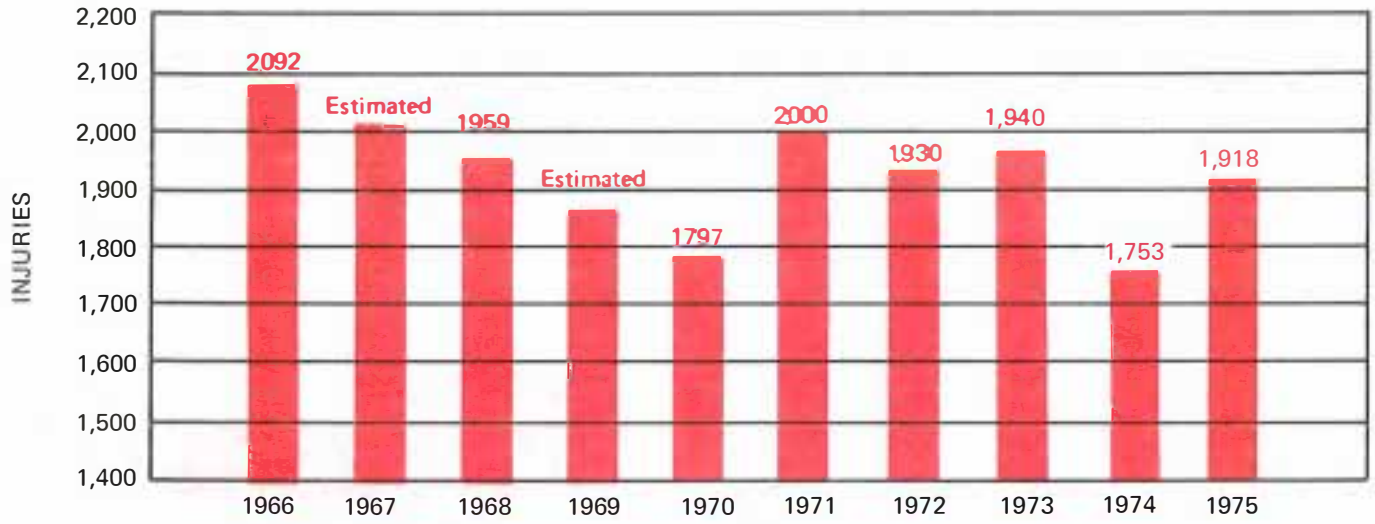
Like crashes involving only motor vehicles or motor vehicles and other objects, pedestrian-involved crashes tended to increase during the peak people movement hours of 3 to 6 p.m. These three hours contribute 38 percent of all pedestrian crashes. The hourly breakdown for fatal pedestrian-involved crashes 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, 1966 - 1975

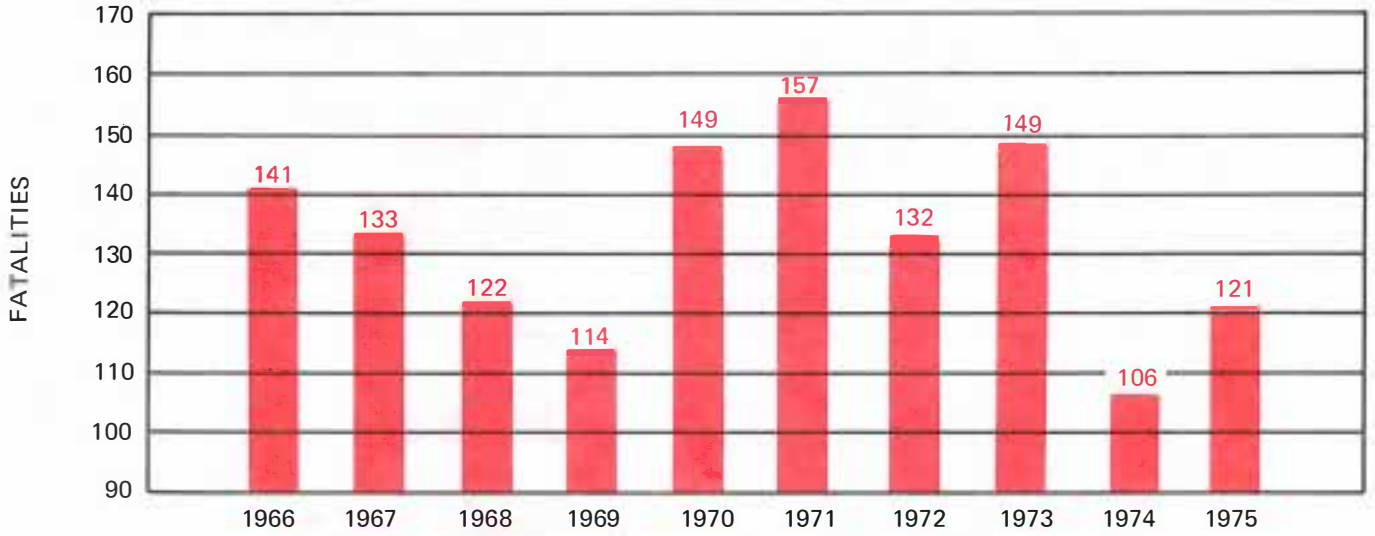


Note: A "Pedestrian Crash" is a crash in which the first object that was struck by a motor vehicle was a pedestrian.

PEDESTRIANS INJURED, 1966 - 1975



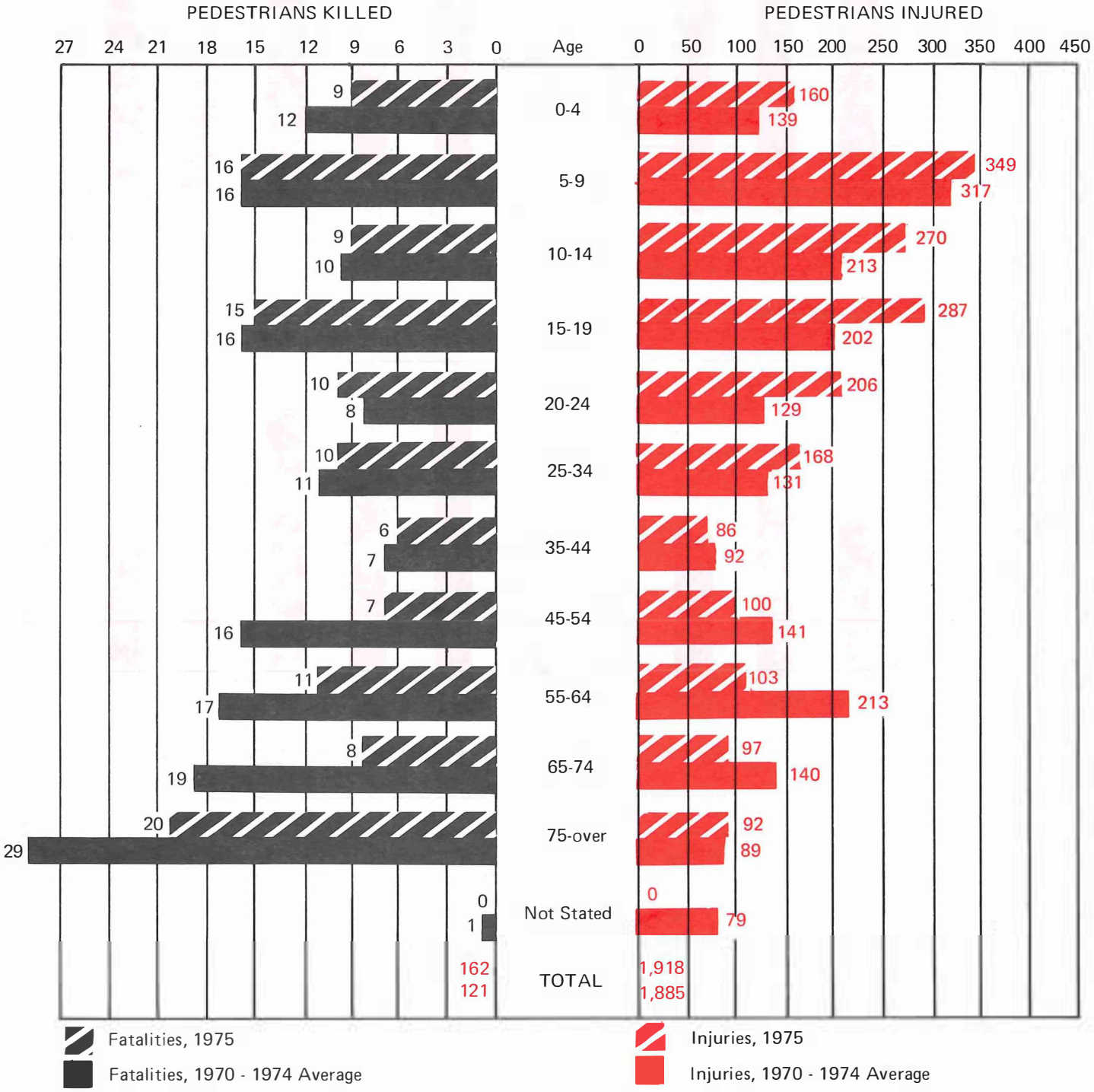
PEDESTRIANS KILLED, 1966 - 1975

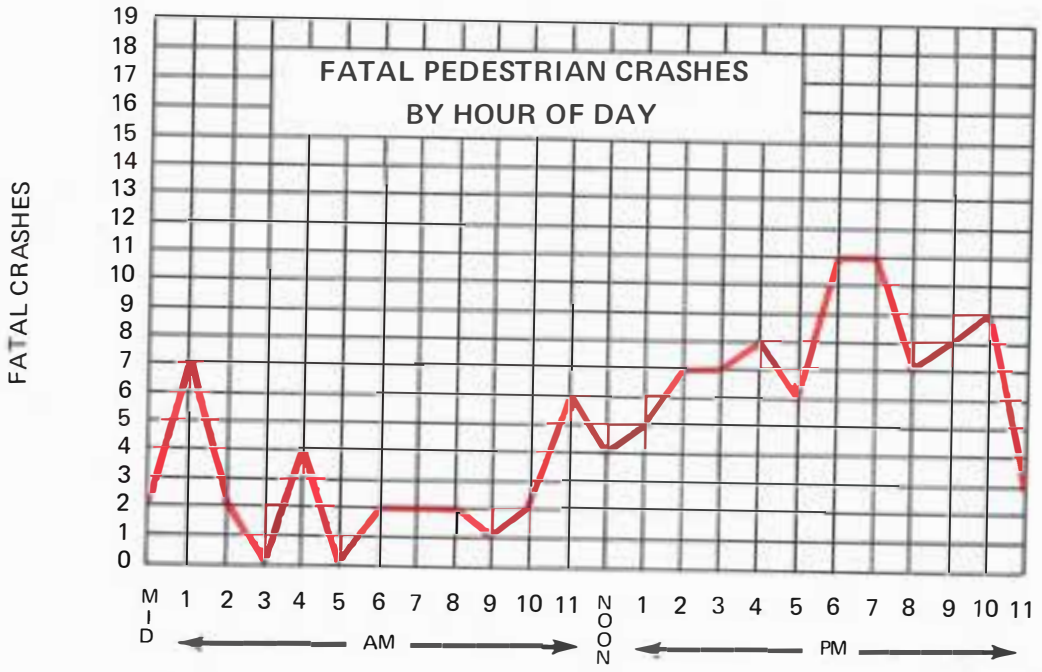


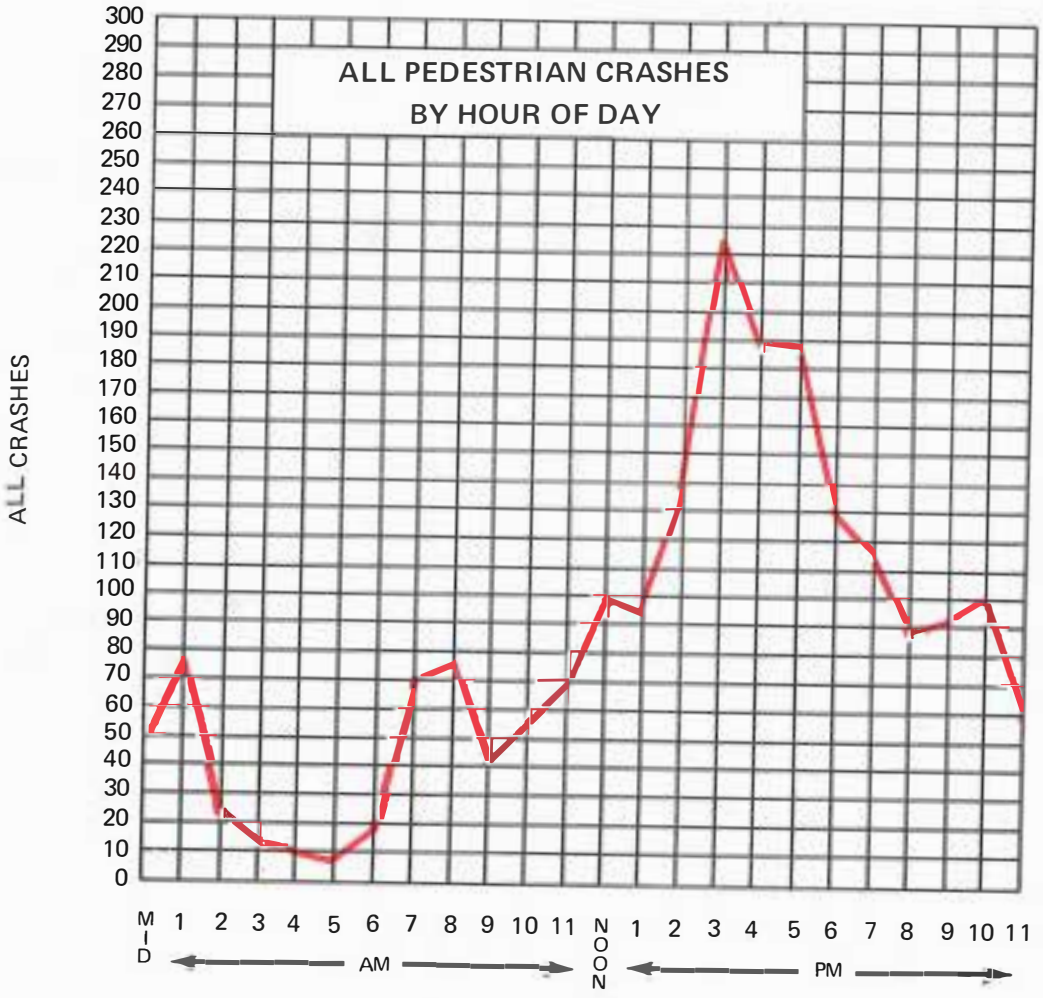
PEDESTRIANS KILLED AND INJURED BY AGE AND SEX

AGE GROUP	TOTAL KILLED			TOTAL INJURED		
	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL
0-4	3	6	9	96	64	160
5-9	8	8	16	222	127	349
10-14	5	4	9	155	115	270
15-19	7	8	15	160	127	287
20-24	7	3	10	124	82	206
25-34	7	3	10	103	65	168
35-44	4	2	6	51	35	86
45-54	4	3	7	53	47	100
55-64	7	4	11	60	43	103
65-74	2	6	8	53	44	97
75-over	11	9	20	44	48	92
Not Stated	0	0	0	0	0	0
TOTAL	65	56	121	1,121	797	1,918

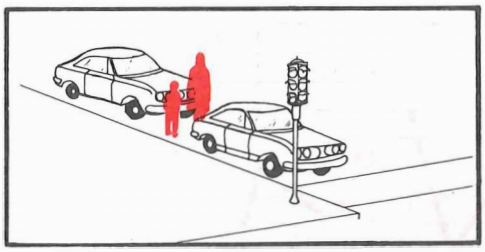
AGES OF PEDESTRIANS KILLED AND INJURED IN 1975 COMPARED WITH THE AVERAGE YEAR FROM 1970 - 1974




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

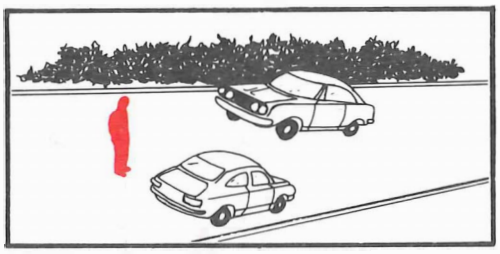

ALL PEDESTRIAN CRASHES
BY HOUR OF DAY
ALL CRASHES
300 290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0
MID 1 2 3 4 5 6 7 8 9 10 11 NOON 1 2 3 4 5 6 7 8 9 10 11
AM
PM

ACTIONS OF PEDESTRIANS



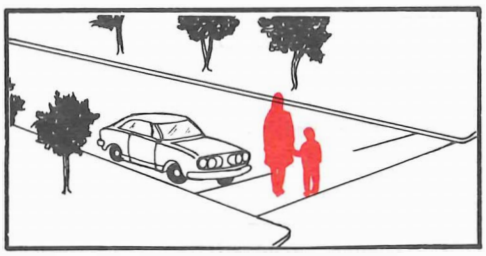
CROSSING NOT AT INTERSECTION

35 Killed
547 Injured



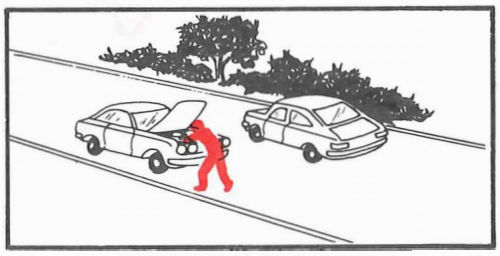
STANDING IN ROADWAY

4 Killed
55 Injured



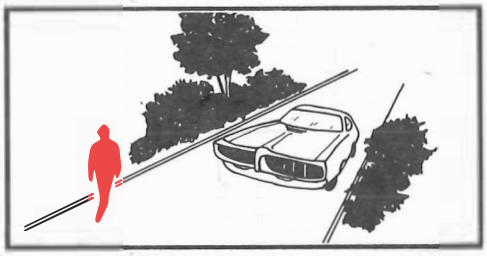
CROSSING AT INTERSECTION

24 Killed
557 Injured



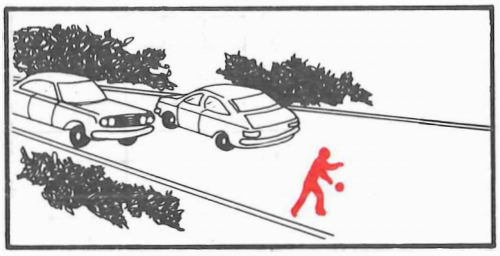
WORKING IN ROADWAY

1 Killed
50 Injured



WALKING IN ROAD WITH TRAFFIC

15 Killed
103 Injured

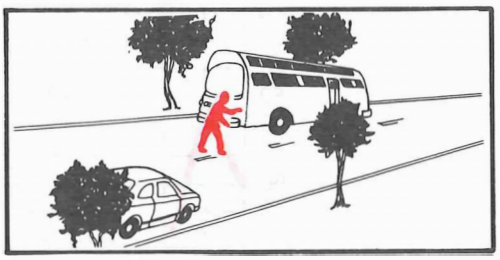


PLAYING IN ROADWAY

3 Killed
42 Injured

WALKING IN ROAD AGAINST TRAFFIC

1 Killed
31 Injured



GETTING ON-OFF VEHICLE OR SCHOOL BUS

1 Killed
67 Injured

ALL OTHERS STATED

4 Killed
83 Injured

NOT STATED

36 Killed
425 Injured

ACTIONS OF PEDESTRIANS WHO WERE KILLED IN 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	24	1	1	0	0	0	2	6	14
Crossing not at intersection	35	5	9	5	2	1	2	4	7
Walking in road with traffic	15	0	0	2	5	2	3	3	0
Walking in road against traffic	1	0	0	0	0	0	0	1	0
Standing in road	4	1	0	0	1	0	0	1	1
Entering or leaving vehicle	1	0	0	0	0	0	0	0	1
Crossing to or from school bus	0	0	0	0	0	0	0	0	0
Working on vehicle in roadway	0	0	0	0	0	0	0	0	0
Working in roadway	1	0	0	0	0	0	1	0	0
Playing roadway	3	0	3	0	0	0	0	0	0
Other in roadway	1	0	0	0	0	1	0	0	0
Not in roadway	0	0	0	0	0	0	0	0	0
Not stated	36	2	3	2	7	6	8	3	5
TOTAL	121	9	16	9	15	10	16	18	28

ACTIONS OF PEDESTRIANS WHO WERE INJURED IN CRASHES BY AGE

ACTION	TOTAL INJURED	0-4	5-9	10-14	15-19	20-24	25-44	45-64	65-over
Crossing at intersection	557	18	74	65	59	62	84	86	109
Crossing not at intersection	547	86	149	81	67	38	52	43	31
Walking in road with traffic	103	0	6	21	41	12	13	6	4
Walking in road against traffic	31	0	1	8	12	4	1	4	1
Standing in road	55	0	4	4	16	12	10	8	1
Entering or leaving vehicle	52	1	8	6	8	5	12	8	4
Crossing to or from school bus	15	0	9	5	1	0	0	0	0
Working on vehicle in roadway	41	0	0	1	10	10	13	4	3
Working in roadway	9	0	0	0	0	1	5	2	1
Playing in roadway	42	18	17	5	2	0	0	0	0
Other in roadway	19	0	3	2	6	4	2	1	1
Not in roadway	22	1	2	6	4	1	1	4	3
Not stated	425	36	76	66	61	57	61	36	32
TOTAL	1,918	160	349	270	287	206	254	202	190

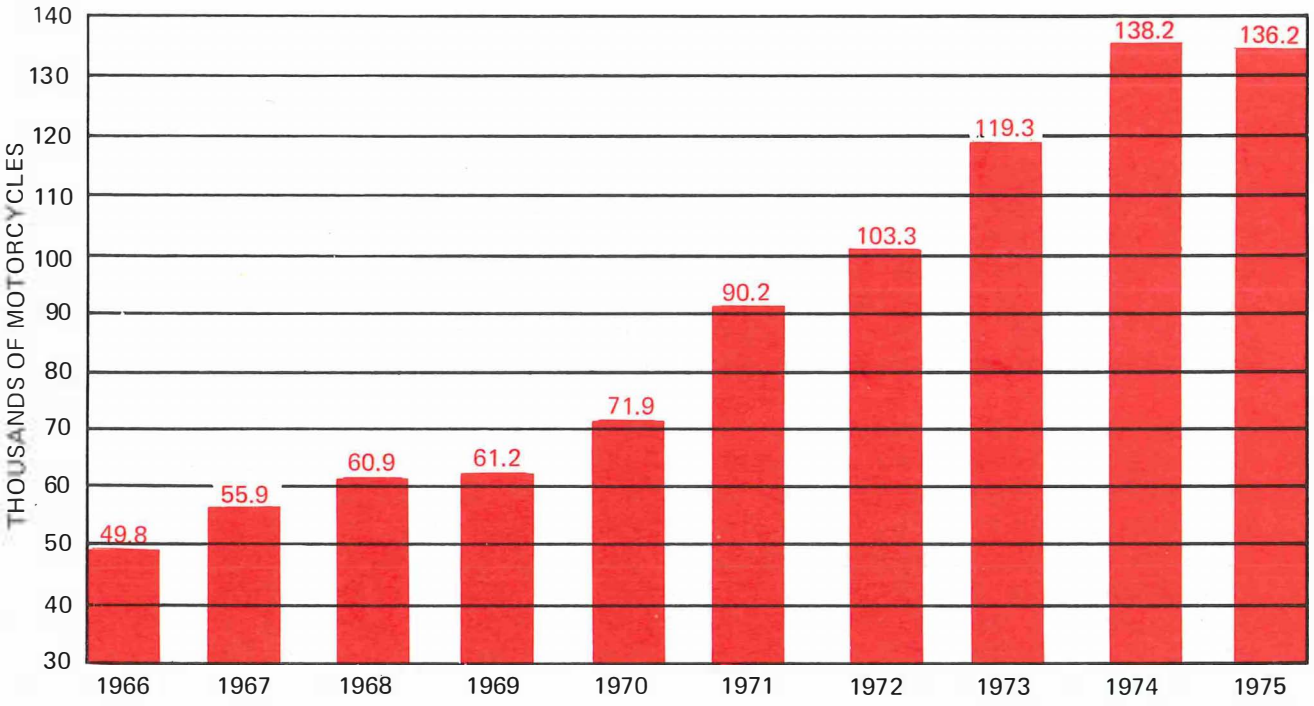
Motorcycle - Involved Crashes

The motorcycle has evolved as an inexpensive, quick, sporty means of transportation. More and more people are purchasing 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.

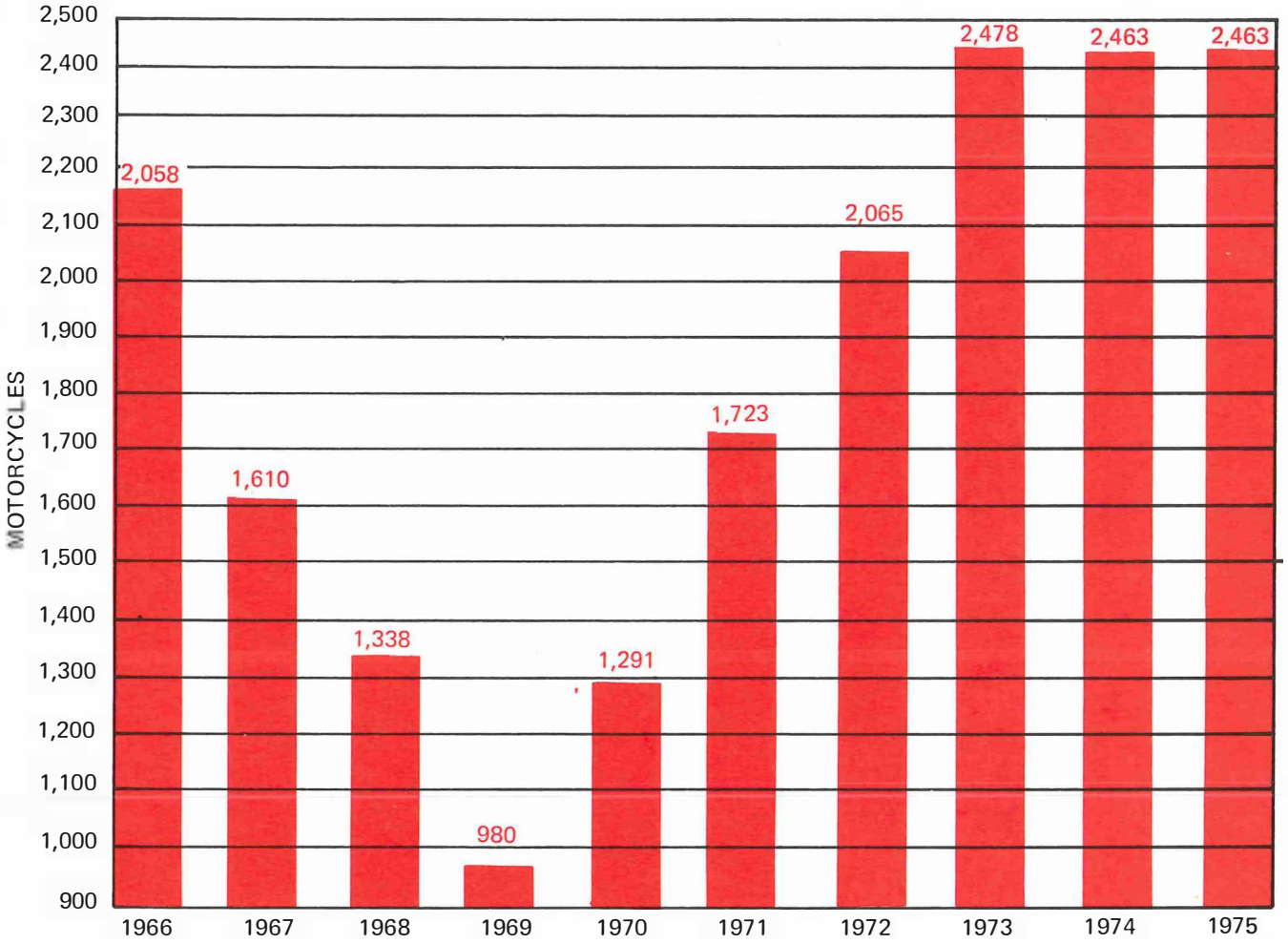
Riders of motorcycles are without doubt the most endangered segment of the motorized population which commonly utilizes the state's roadways. Out of the 2,400 motorcycle-involved crashes during 1975, only 22 percent were non-injury crashes. This compares with 78 percent of the crashes involving all other vehicle types. Of the 2,319 injuries sustained in motorcycle-involved crashes, 11 percent were of the very minor 'C' type, whereas 59 percent were fatal or serious (type 'A') in nature. By comparison in crashes involving all other vehicle types, 39 percent of the injuries were of the very minor 'C' type, while less than 37 percent were serious or fatal.

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

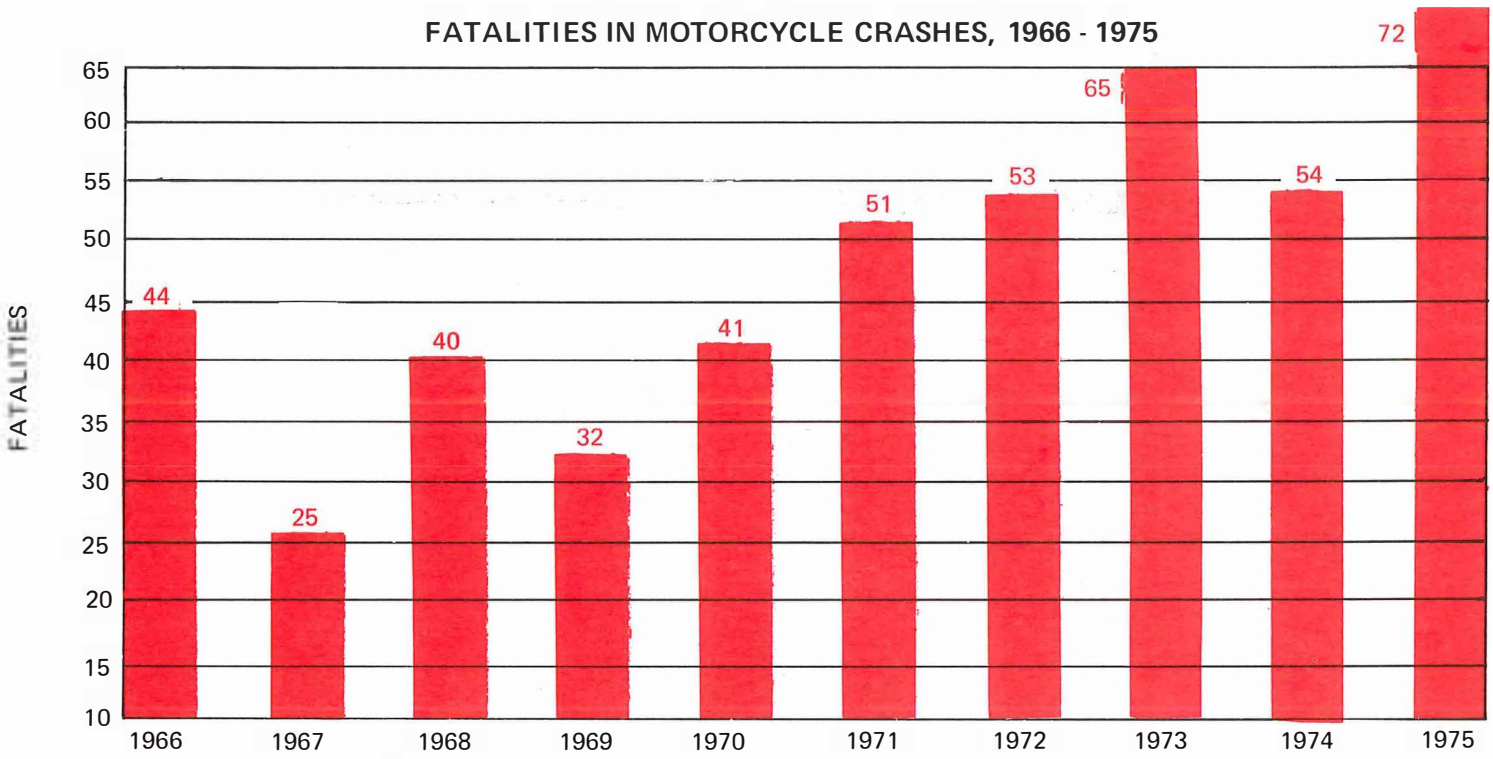
REGISTERED MOTORCYCLES, 1966 - 1975



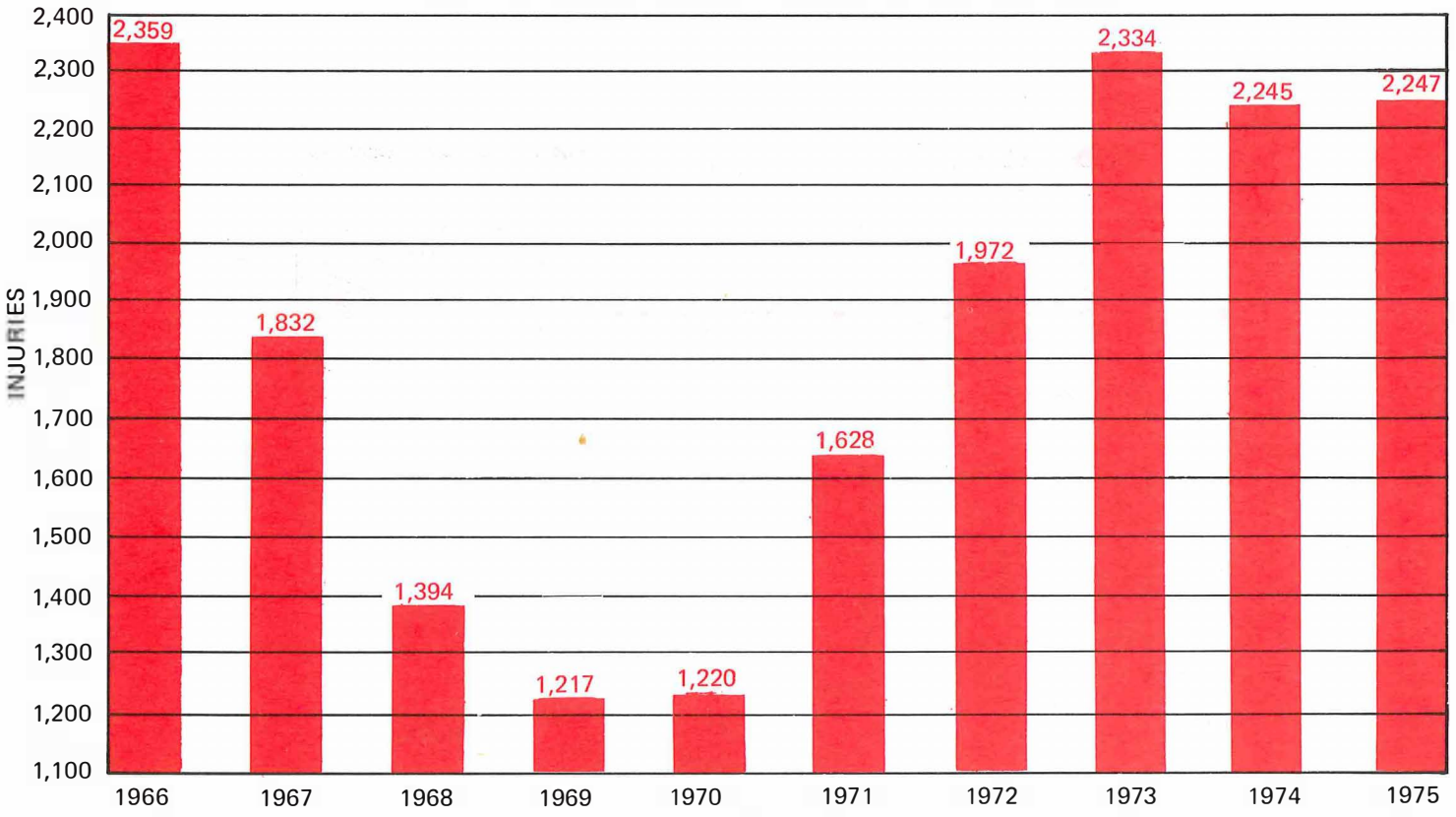
MOTORCYCLES INVOLVED IN ACCIDENTS, 1966 - 1975



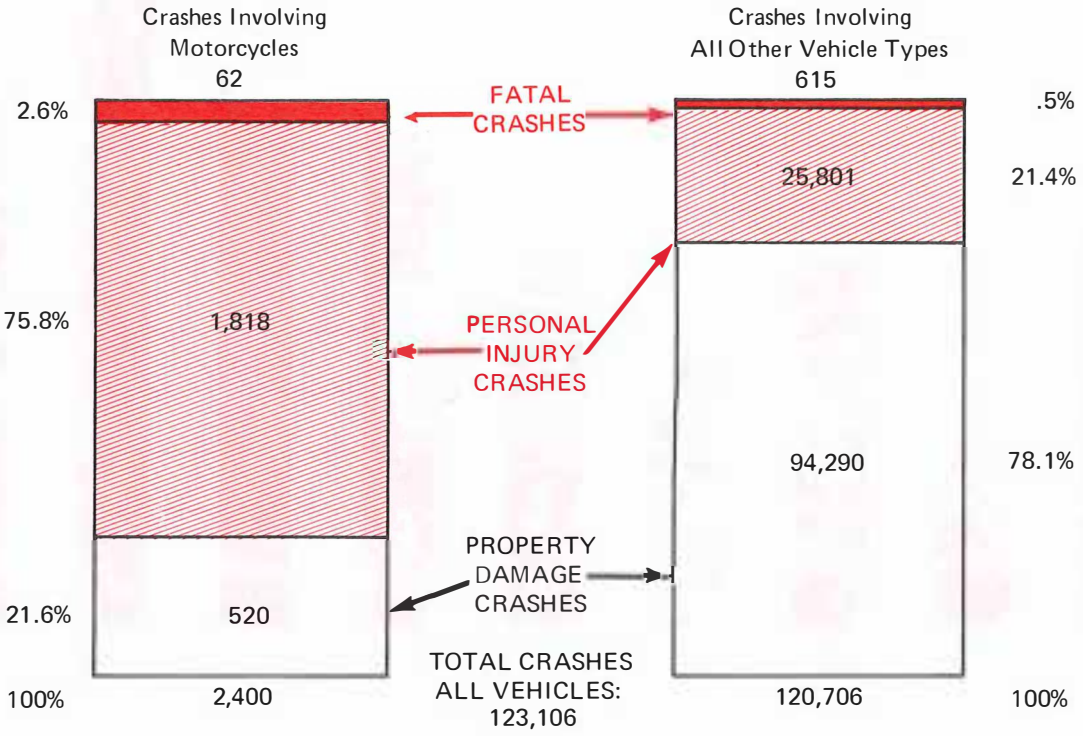
FATALITIES IN MOTORCYCLE CRASHES, 1966 - 1975



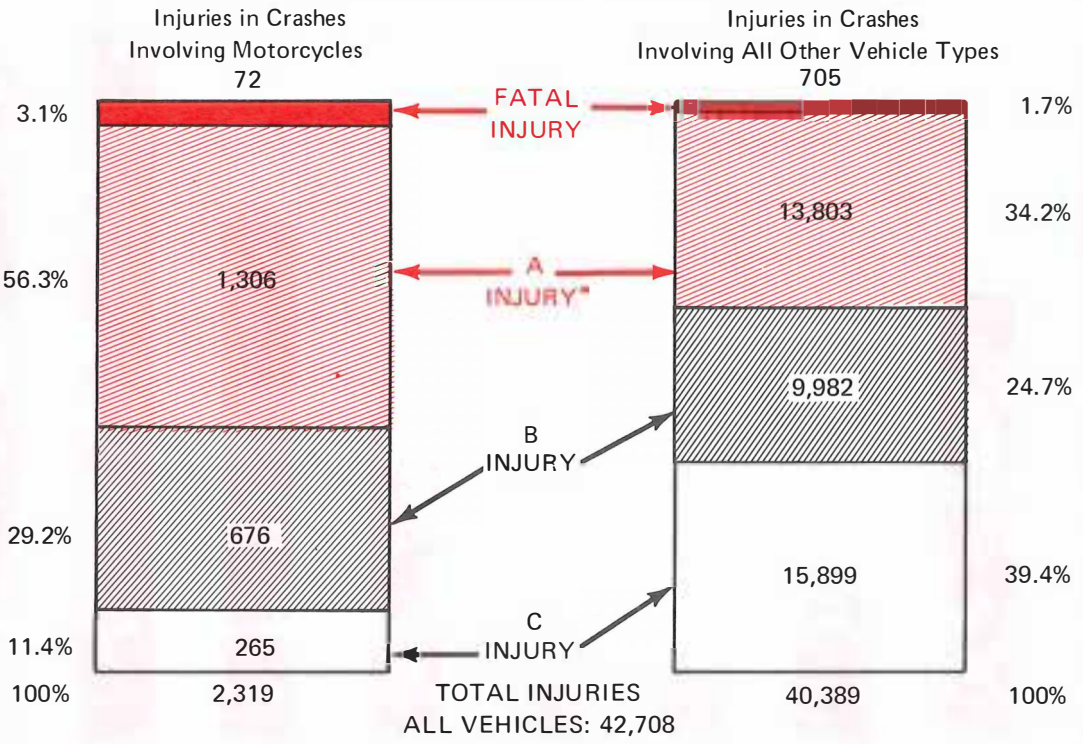
INJURIES IN MOTORCYCLE CRASHES, 1966 - 1975



SEVERITY OF CRASHES INVOLVING MOTORCYCLES AND ALL OTHER MOTOR VEHICLES



SEVERITY OF INJURIES INVOLVING MOTORCYCLES AND ALL OTHER MOTOR VEHICLES



*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

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.

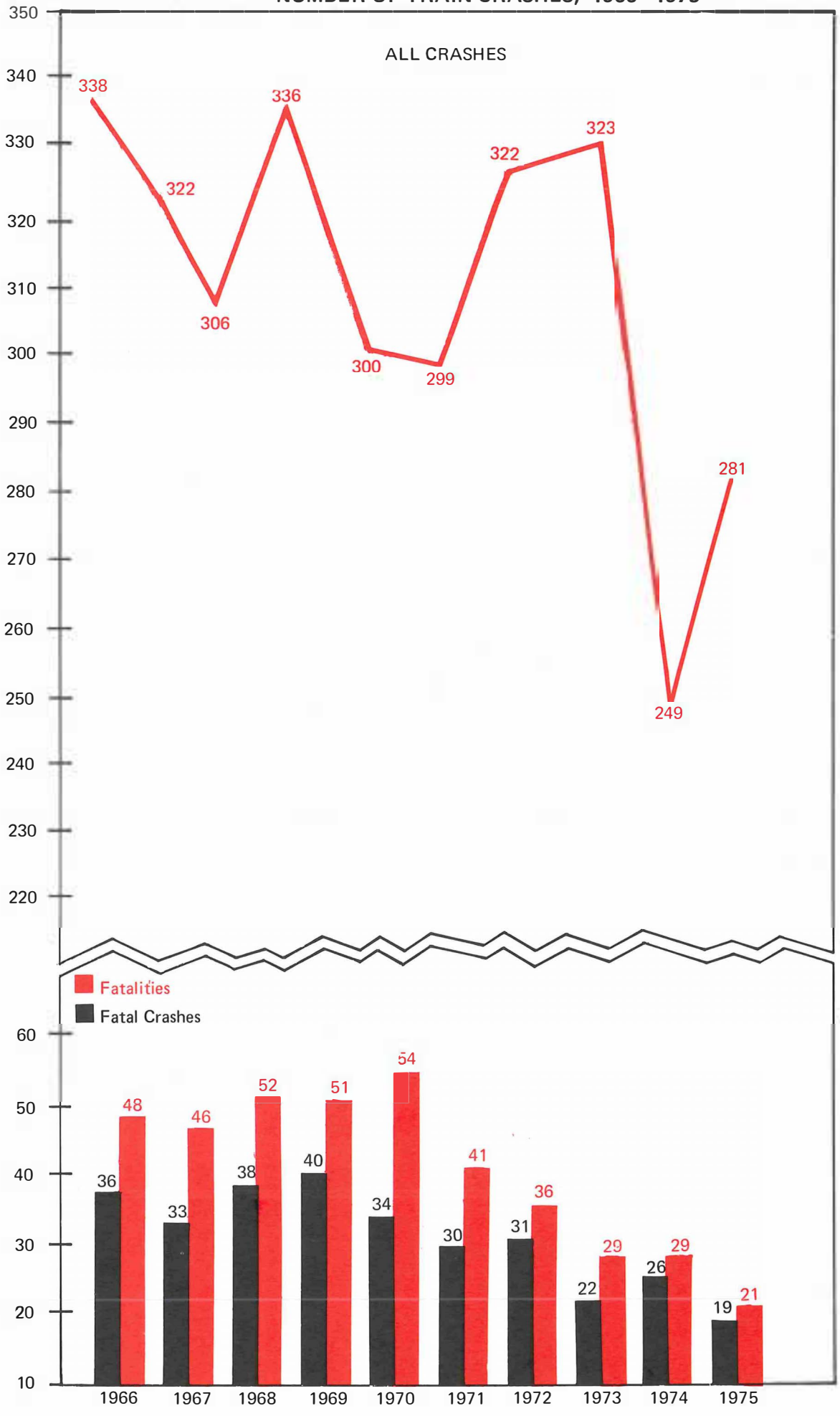
There were 280 crashes involving railroad trains and motor vehicles in 1975. Nineteen of these crashes were fatal, killing 21 people. The totals and proportions have remained much the same over the years with the chances for fatality always being considerably higher in crashes involving trains than in crashes involving other types of vehicles.

Railroad crossing fatalities have been steadily decreasing since 1970, and in 1975 they were at an all time low. However, prior to 1970 no pattern was discernable; approximately forty to fifty fatalities occurred annually with each new year bringing the chance of either an increase or a decrease.

RAILROAD CROSSING FATALITIES

1930	46	1953	51
1931	62	1954	36
1932	62	1955	35
1933	30	1956	41
1934	44	1957	51
1935	38	1958	33
1936	37	1959	49
1937	50	1960	38
1938	36	1961	30
1939	18	1962	34
1940	34	1963	42
1941	52	1964	35
1942	38	1965	40
1943	36	1966	48
1944	31	1967	46
1945	46	1968	52
1946	48	1969	51
1947	38	1970	54
1948	25	1971	41
1949	35	1972	36
1950	45	1973	36
1951	53	1974	29
1952	41	1975	21

NUMBER OF TRAIN CRASHES, 1966 - 1975



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. In its product hazard list, the consumer product safety commission ranks the bicycle number one -- most hazardous in a list that includes nearly every product used in and around the house. Surveying hospital emergency rooms, the commission estimates some 460,000 bicycle-related injuries in this country every year, and most of those are not reported to police as traffic accidents.

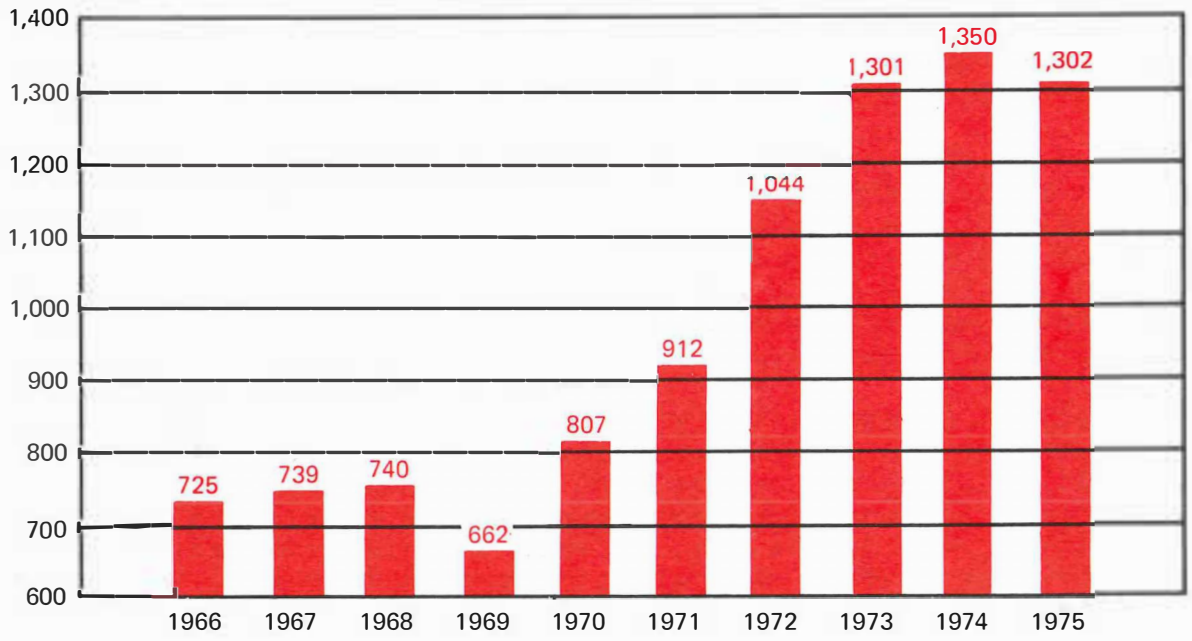
In 1975 Minnesotans were involved in 1,302 bicycle crashes, a 3.5 percent decrease from 1974. Fortunately, the majority of these accidents produced injury rather than death with 23 bicyclists killed (a 44 percent increase over 1974) and another 1,202 injured.

Similar to the case with pedestrian crashes, the younger age groups contribute most to the total number of injuries and fatalities. The 5-19 year old age group accounted for 81 percent of the non-fatal injuries and 87 percent of the fatal injuries. This is to be expected since it is generally the younger age groups who predominately use bicycles for recreational and transportation purposes.

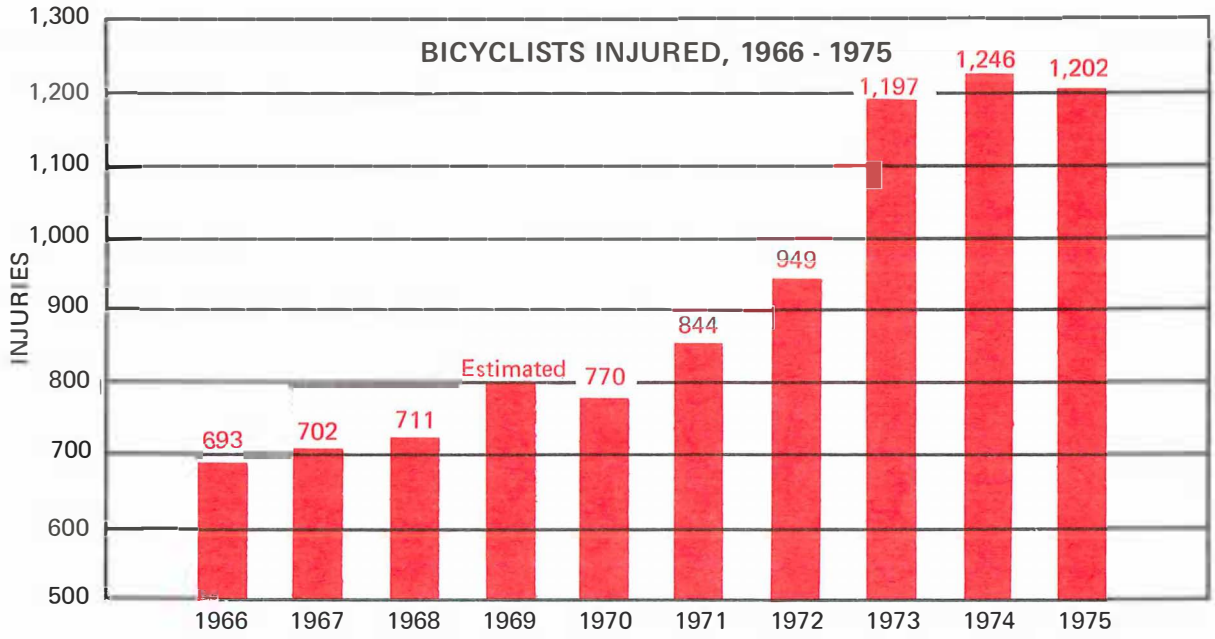
The bicycle season normally occurs in Minnesota between May and October. In 1975 unseasonably warm weather permitted bicycling throughout autumn, and two bicyclists were killed in November. The most dangerous months were July, with eight fatalities, and August, with five. Saturdays ranked highest in bicyclist deaths, and daylight savings time made the hours of afternoon and early evening (3-9 p.m.) the riskiest for bicycle riders.

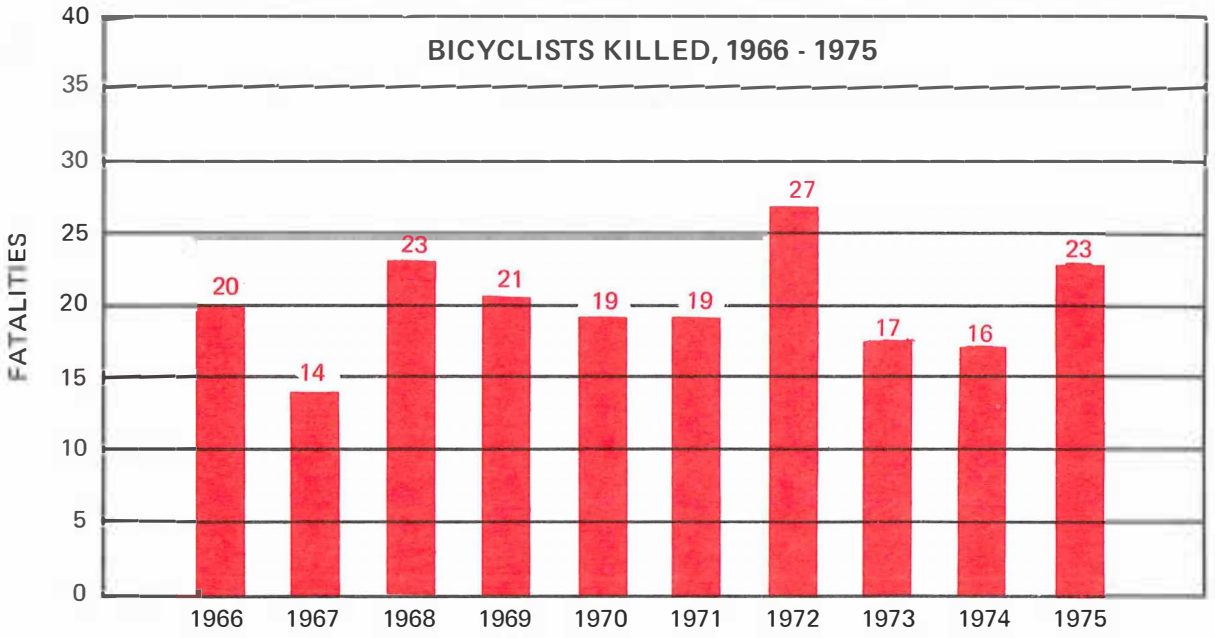
As is the case nationally, most bicycle crashes in Minnesota are caused by the bicyclist. Failure to obey signs and signals, swerving into traffic, failure to yield when entering traffic from a driveway or alley -- these are the principal errors of bicycle drivers. On the other hand, motorists are not free of blame. Many are unwilling to yield the right of way, and ten of the drivers involved in fatal bicycle crashes in 1975 had been drinking. Two more fatalities were hit-run incidents, which law enforcers believe usually involve drinking.

BICYCLE CRASHES, 1966 - 1975



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

AGE GROUP	BICYCLISTS KILLED			BICYCLISTS INJURED		
	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL
0-4	0	0	0	8	4	12
5-9	1	4	5	158	65	223
10-14	7	4	11	314	109	423
15-19	4	1	4	217	111	328
20-24	0	2	2	58	41	99
25-34				41	20	61
35-44				12	4	16
45-54				3	3	6
55-64				8	2	10
65-74	1	0	1	3		3
75-over				1		1
Not Stated				17	3	20
TOTAL	13	10	23	840	362	1,202

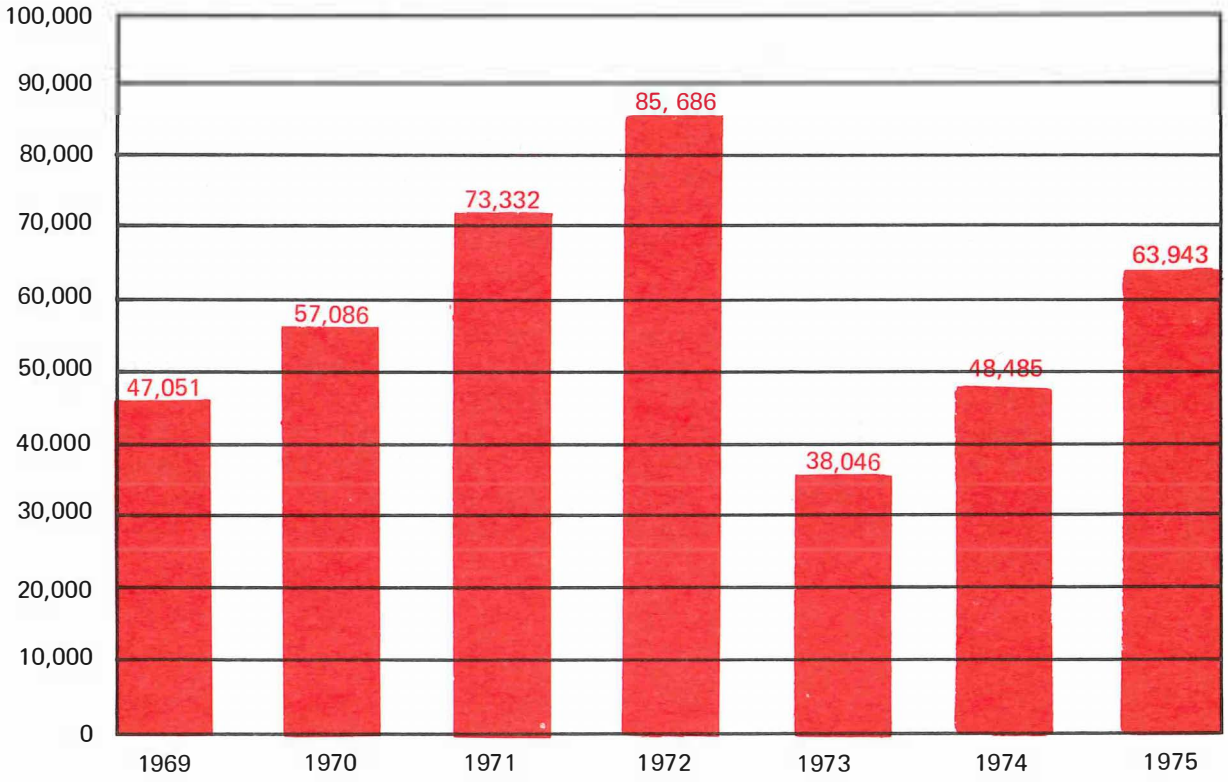
Snowmobile - Involved Crashes

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 1975 registrations were again on the rise with 63,943 registrations, a 32 percent increase over 1974.

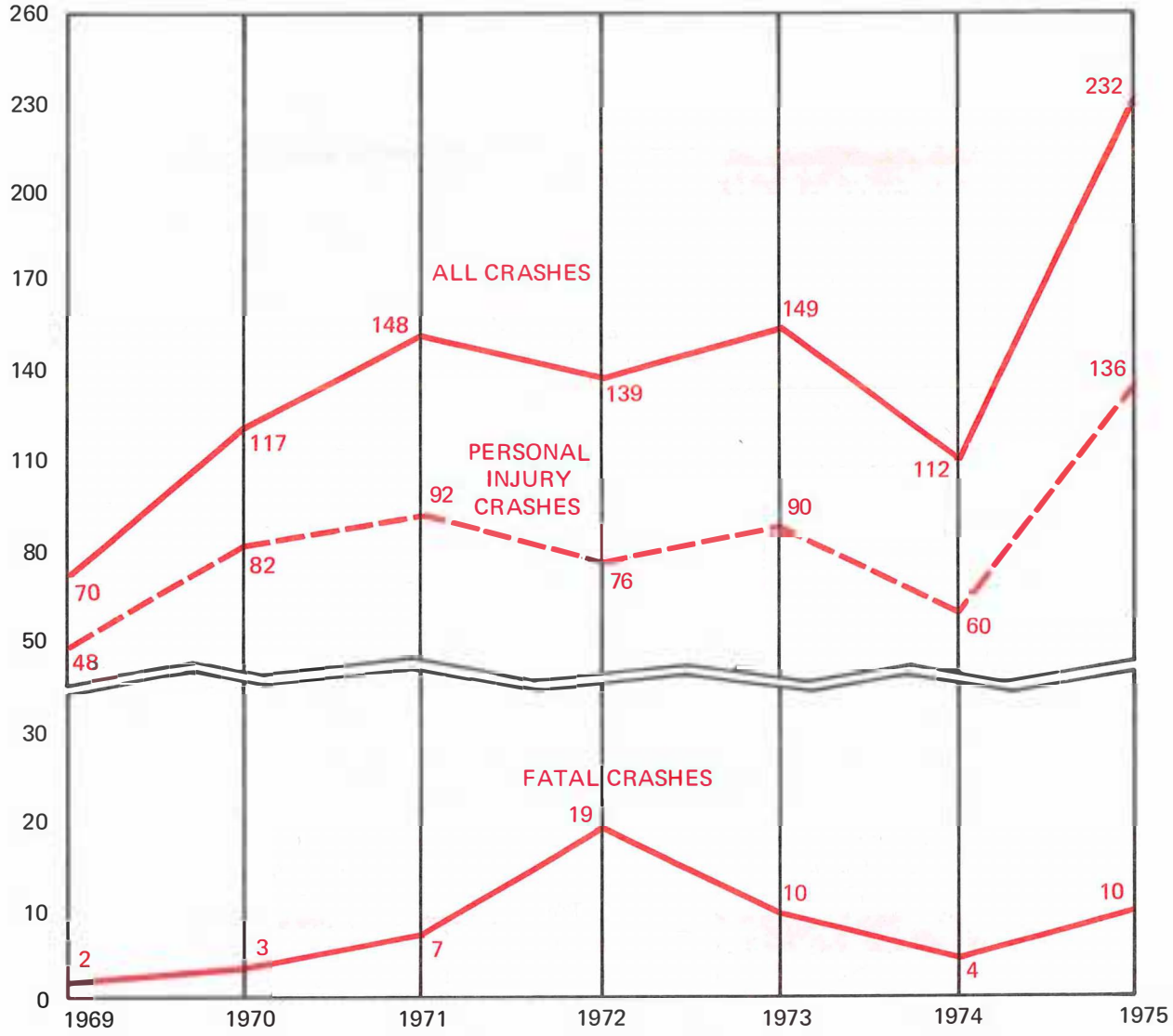
In 1975 there was also an increase in the number of snowmobile-involved crashes, from 112 in 1974 to 232 in 1975 -- a 107 percent increase. This increase can be explained in terms of the rise in the number of snowmobiles registered as well as the climate conditions conducive to snowmobile usage during 1975. Most of the 232 crashes were of the personal injury and property damage type, while 10 were fatal, killing 13 people. This constitutes a 32 percent decrease from the peak fatality year of 1972.

The snowmobile rider, like the motorcycle rider, is a very vulnerable individual. The 1975 statistics showed that snowmobile crashes (versus motorcycle crashes) had a better chance of causing only property damage, but they also had a better chance of involving a fatality. In other words, most crashes were either minor in nature, causing no injuries, or they were very serious, causing anyone who was injured, to be fatally injured.

SNOWMOBILE REGISTRATIONS ISSUED, 1969 - 1975



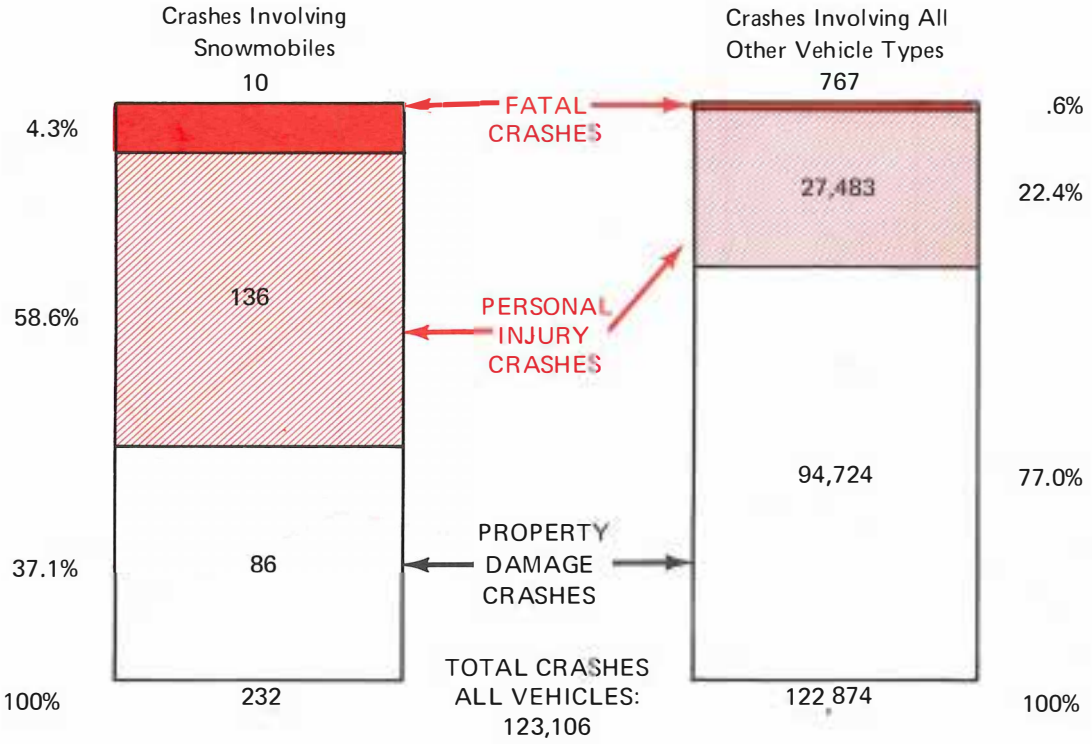
SNOWMOBILE CRASHES, 1969 - 1975



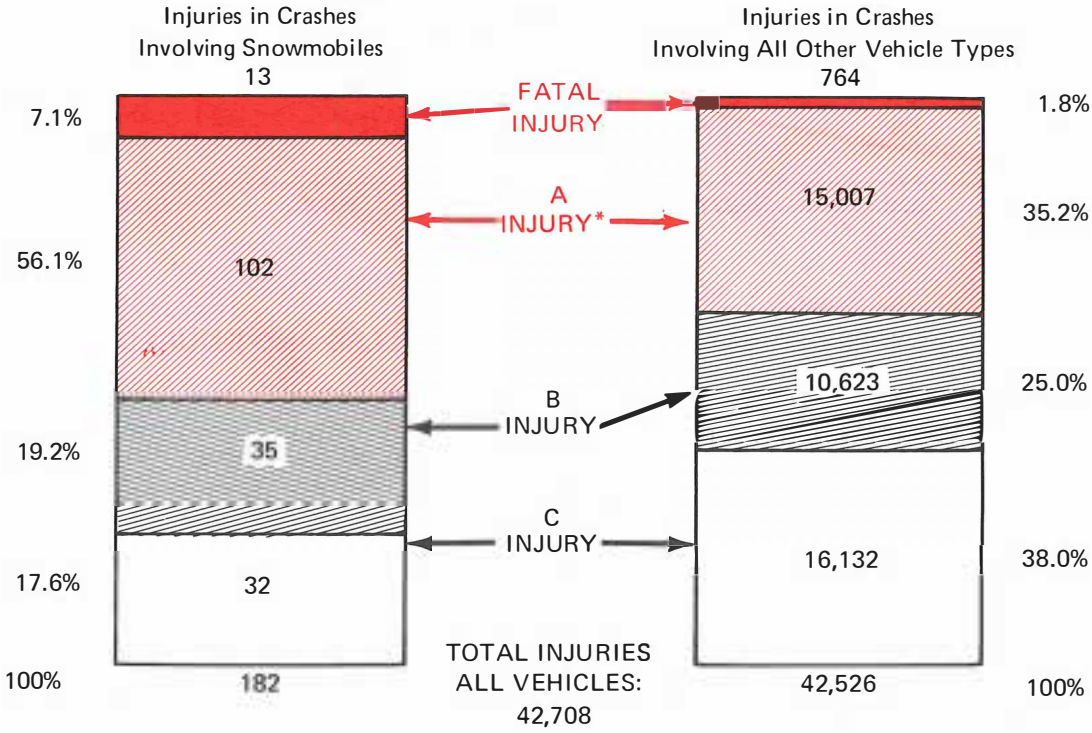
TYPES OF CRASHES AND NUMBER KILLED AND INJURED

YEAR	ALL CRASHES	FATAL CRASHES	PERSONAL INJURY CRASHES	PROPERTY DAMAGE CRASHES	NUMBER KILLED	NUMBER INJURED
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
1975	232	10	136	86	13	169

SEVERITY OF CRASHES INVOLVING SNOWMOBILES AND ALL OTHER MOTOR VEHICLES



SEVERITY OF INJURIES INVOLVING SNOWMOBILES AND ALL OTHER MOTOR VEHICLES



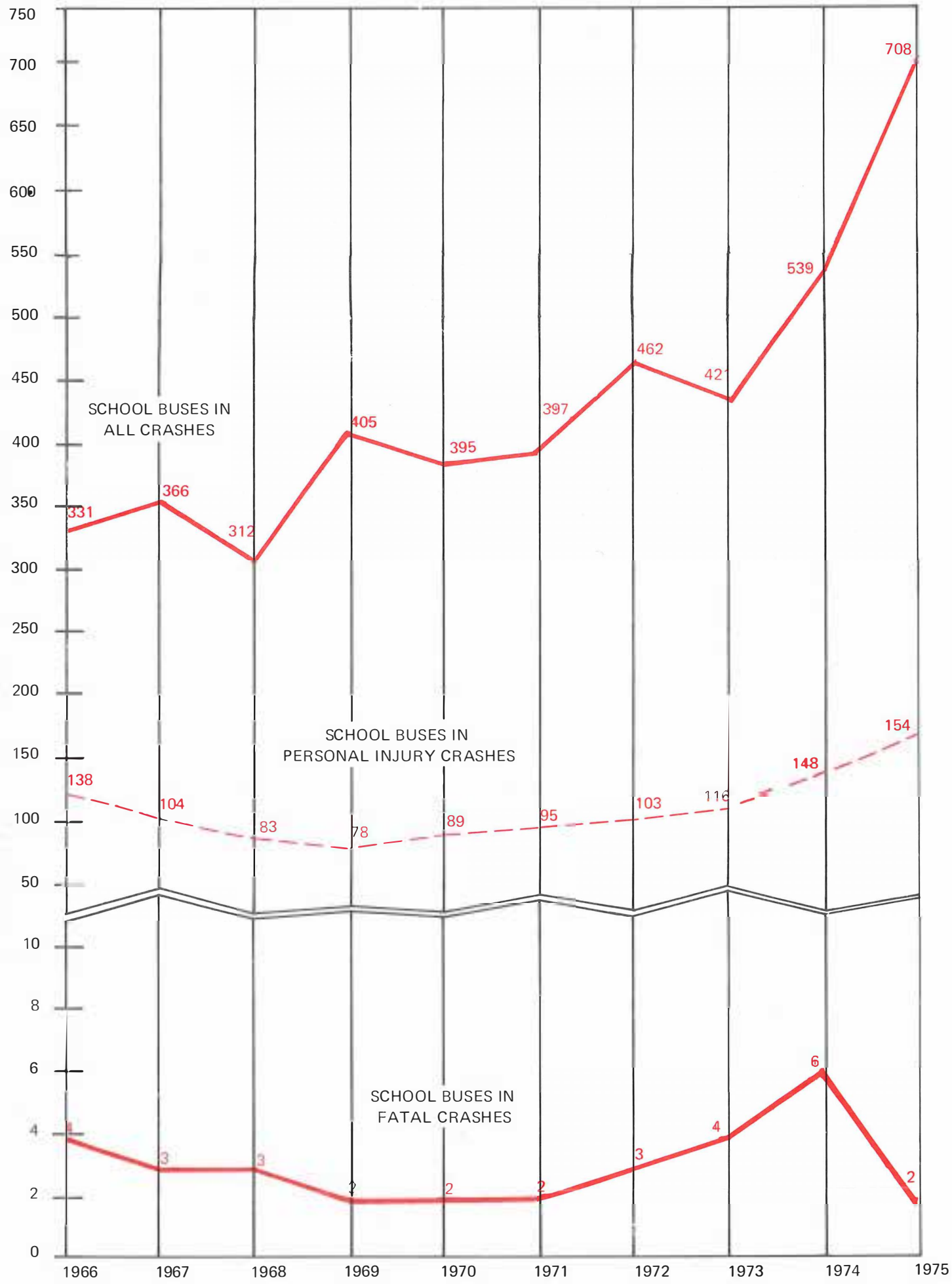
*INJURY TYPE A - Visible signs of injury, bleeding wound, distorted member
B - Other visible injury such as bruises, abrasions, swelling
C - No visible injury, but complaint of pain or momentary unconsciousness

School Bus - Involved Crashes

Over the years school buses have generally tended to contribute very little to the state crash picture. In 1975, 708 school buses were involved in 696 crashes. This is three-fifths of one percent of all crashes involving motor vehicles in the state. Of this group, 156 school buses were involved in 149 personal injury accidents and 2 fatal crashes, killing two people. Both fatalities involved drivers of the other vehicle.

The statistics from 1965 through 1975 shed a very favorable light upon the school bus as a mode of transportation: the number of crashes involving school buses has generally gone 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, and dropping sharply to two in 1975.

SCHOOL BUSES INVOLVED IN CRASHES, 1966 - 1975



Holiday Accident Summary

The 1975 holiday picture is very revealing in terms of how holiday periods compare to non-holiday periods of equal lengths and on the same days of the week. In examining the total number of accidents per holiday period it's clear that Memorial Day, July 4th and Labor Day are considerably safer than similar non-holiday periods, in terms of the chances of being involved in a crash, although the accidents that did occur were more often fatal. The fair weather summer months are conducive to high speed traffic on clear roads and although good driving conditions may reduce the number of crashes, those that do occur are generally more serious due to the speed involved. Conversely, although the Thanksgiving and Christmas holidays produced more crashes than similar non-holiday periods (due to more traffic and poor driving conditions), the crashes that did occur resulted in fewer injuries and fatalities than during non-holiday periods of similar nature. In Minnesota, winter weather conditions often result in slower traffic, but slippery roads and poor visibility usually produce many minor crashes. For the Thanksgiving and Christmas holidays, slower speeds reduced accident severity, making these holidays safer in that respect; but poor driving conditions produced many minor accidents, making winter holidays more dangerous in terms of the chance of collision.

The New Year's holiday period in 1975 appears more dangerous in all respects than comparable non-holiday periods. Most of the New Year holiday's accidents occurred between 11 p.m. New Year's Eve day and 4 a.m. New Year's day (40 percent), with accidents reaching a peak between 1 a.m. and 3 a.m. (18 percent). The danger of the New Year's holiday is most logically explained by the additional traffic during early morning hours and the increased risk produced by alcohol impaired drivers.

In comparing 1975 holidays to the average accident experience during the past 4 years, 1975 showed a decrease in the number of accidents during the July 4th and Labor Day holidays, but an increase was experienced during the remaining holiday periods. Overall, the number of accidents increased in 1975, and all holiday periods showed an increase over 1974. This pattern could be expected in light of the increase in the number of vehicle miles traveled this year.

HOLIDAY		ACCIDENT SUMMARY							
	Yr.	Hours	Total	Fatal	PI	PD		Killed	Injured
MEMORIAL DAY	71	78	727	7	258	462		14	424
	72	78	876	11	280	585		16	489
	73	78	840	11	264	565		11	439
	74	78	702	6	239	457		9	374
	75	78	871	11	286	574		13	503
JULY 4TH	71	78	736	17	233	486		22	410
	72	102	1,206	17	361	828		18	568
	73	30	356	7	130	219		7	220
	74	102	1,000	11	311	678		11	474
	75	78	791	14	246	531		19	441
LABOR DAY	71	78	783	12	255	516		12	454
	72	78	914	19	295	600		23	481
	73	78	941	8	301	632		9	517
	74	78	769	15	248	506		17	426
	75	78	807	9	227	571		9	363
THANKSGIVING	71	102	1,666	11	311	1,344		12	524
	72	102	1,191	11	318	862		13	519
	73	102	1,195	14	314	867		20	518
	74	102	1,255	9	275	971		10	434
	75	102	1,931	3	326	1,602		3	513
CHRISTMAS	71	78	957	8	228	721		9	397
	72	78	1,223	8	301	914		8	494
	73	102	1,764	15	380	1,369		15	593
	74	30	261	1	48	212		1	72
	75	30	481	1	86	394		1	130
NEW YEAR'S	71-72	78	1,013	7	237	769		7	383
	72-73	78	984	6	178	800		6	291
	73-74	102	1,507	8	323	1,176		9	487
	74-75	30	391	2	100	289		2	182
	75-76	30	506	5	120	381		6	201

1975 HOLIDAY TRAFFIC SCORECARD

HOLIDAY	HOURS	TOTAL ACCIDENTS		FATAL ACCIDENTS		PERSONAL INJURY ACCIDENTS		INJURIES		FATALITIES	
		Holiday	Average*	Holiday	Average*			Holiday	Average*	Holiday	Average*
MEMORIAL DAY 6 p.m., May 23 - Mid May 26	78	871	1069.8	11	6.92	286		503	397.5	13	8.0
JULY 4 6 p.m., July 3 - Mid July 6	78	791	1099.7	14	7.04	246		441	408.8	19	8.4
LABOR DAY 6 p.m., August 29 - Midnight, September 1	78	807	1069.8	9	6.92	227		363	397.5	9	8.0
THANKSGIVING 6 p.m., November 26 - Mid November 30	102	1931	1450.3	3	8.6	326		513	515.6	3	10.2
CHRISTMAS 6 p.m., December 24 - Mid December 25	30	481	407.7	1	1.9	86		130	133.4	1	1.9
NEW YEAR 6 p.m., Dec. 31, 1975 - Mid Jan. 1, 1976	30	506	407.7	5	1.9	120		201	133.4	6	1.9

*Average number of accidents occurring during non-holiday periods of equal length on the same days of the week.

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.

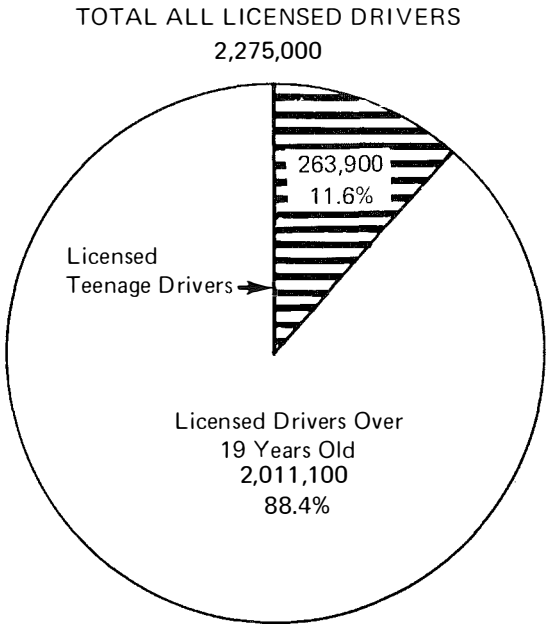
Teenage drivers have always been disproportionately involved in motor vehicle crashes in relation to their actual representation in the licensed population. Although this phenomenon is not unusual (since it is true of most age groups), teenage drivers over the years have normally shown a larger disproportion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

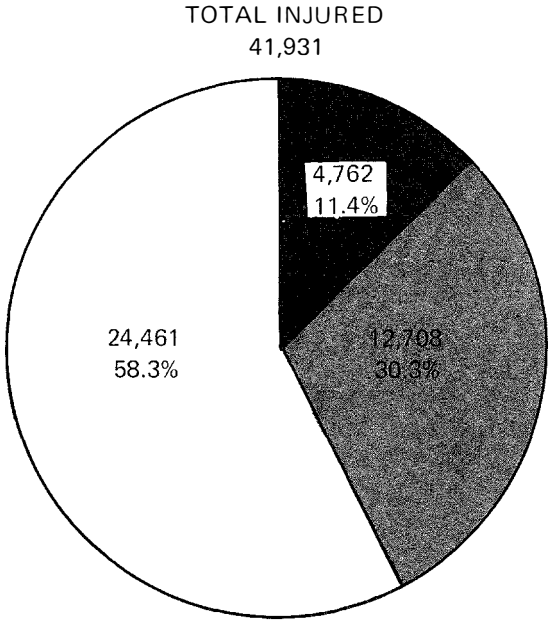
Over the last ten years the period of 1967-69 shows the most accident involvement for teenage drivers as a group. During this period, involvement of teenage drivers in crashes reached a high of 16 out of every 100 drivers. In 1970 teenage driver accident levels decreased and in the following years stabilized and remained at about 12 out of 100 teenage drivers involved in an accident through 1974. In 1975 this figure increased to 13.4 out of every 100 teenage drivers.

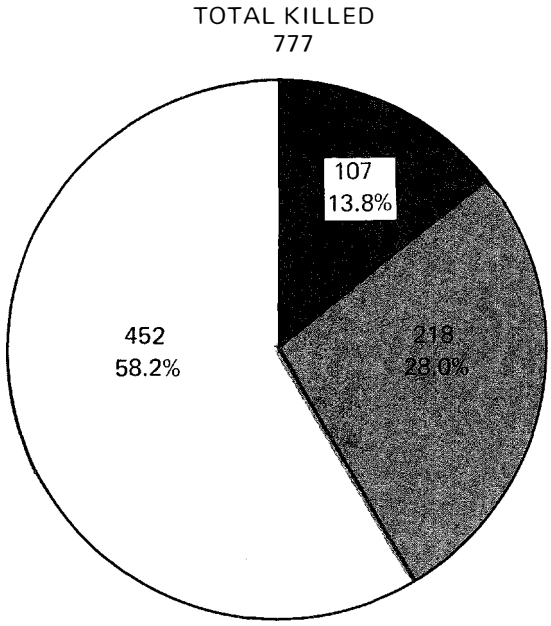
In comparison, during the same 10 year period of 1966 through 1975 an average of 7 out of 100 non-teenage drivers were involved in crashes. During 1973 and 1974 the number of non-teenage drivers involved in accidents dropped to about 6 out of 100, but in 1975 this figure crept back up to 7.6 non-teenage drivers out of 100. The increase in teenage and non-teenage driver accident involvement is most likely due to the increase in the number of vehicle miles traveled last year and the reduced emphasis on the energy crisis.

A fairly steady increase can be seen for licensed teenage drivers between 1966 and 1975. 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 number of licensed teenage drivers, this increased involvement is not significant. In fact, in 1975, although the teenage portion of licensed drivers remained the same, the proportion of teenage drivers involved in accidents decreased from 1974. Teenage driver involvement in accidents over the past five years has remained fairly stable (1975 produced a slight decrease in accident involvement), 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), although in 1975 the percentages for both teenage and non-teenage drivers involved in crashes increased.







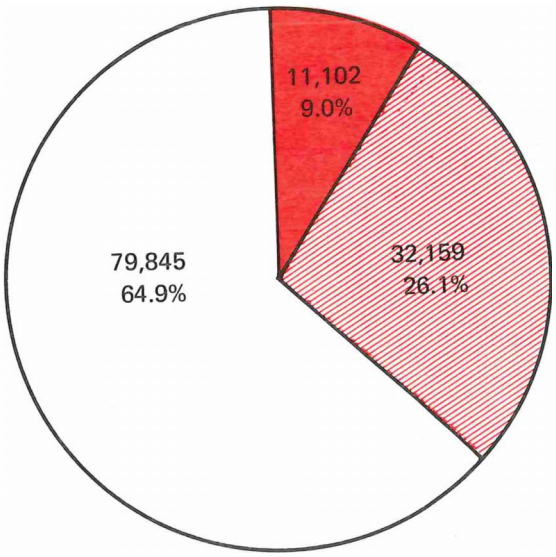
Injured and Killed in Crashes Involving Only Drivers Over 19 Years Old of With Age Not Stated

Injured and Killed in Crashes Involving Teenage Drivers Only

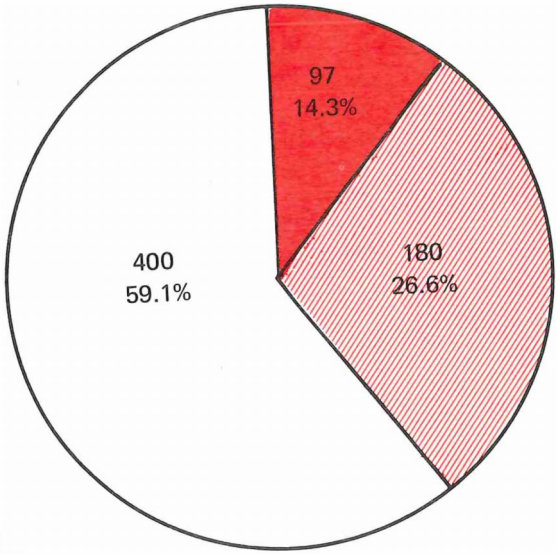
Injured and Killed in Crashes Involving Both Teenagers and Older Drivers

TEENAGE DRIVING RECORD

TOTAL CRASHES
123,106



FATAL CRASHES
677

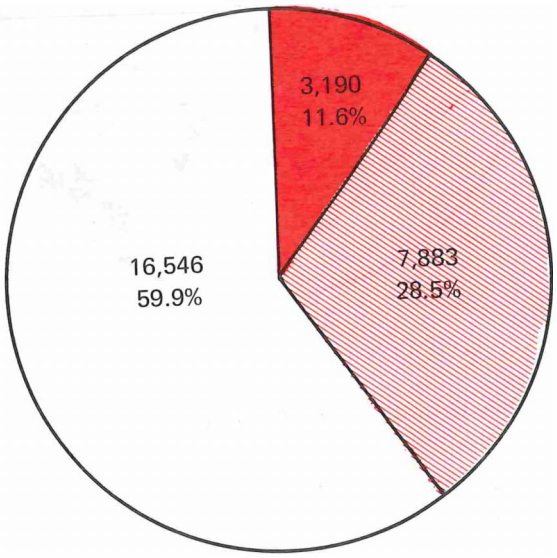


Crashes Involving Only Drivers Over 19 Years Old or with Age Not Stated

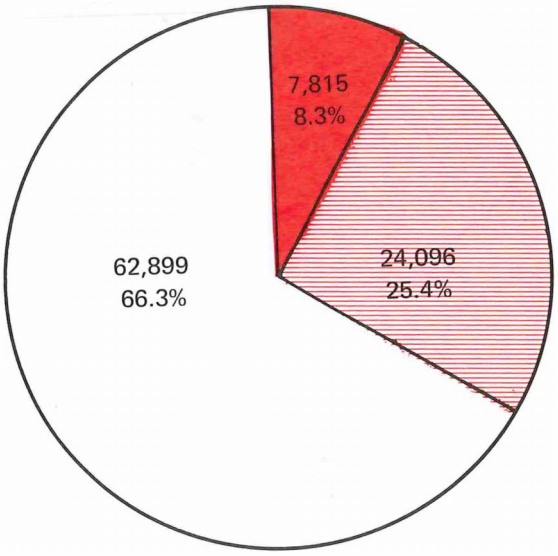
Crashes Involving Both Teenagers and Older Drivers

Crashes Involving A Teenage Driver Only

PERSONAL INJURY CRASHES
27,619



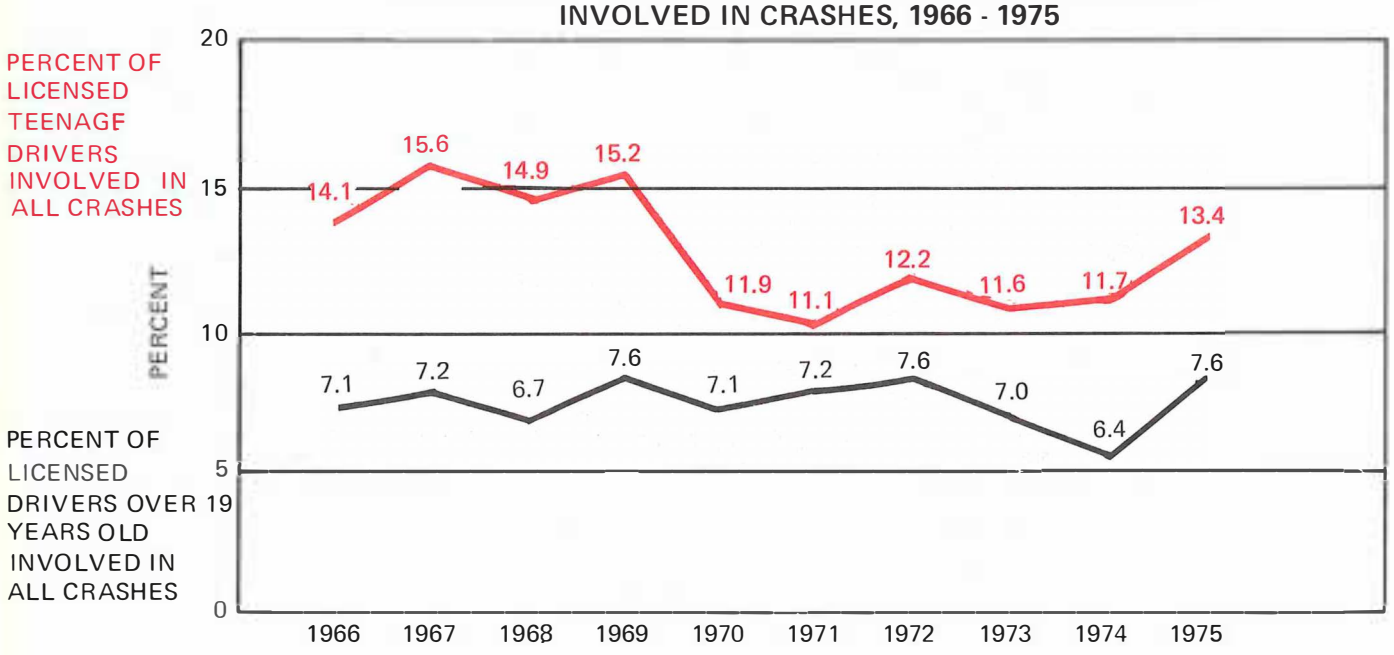
PROPERTY DAMAGE CRASHES
94,810



NUMBER AND RATE OF LICENSED DRIVERS BY AGE, 1966 - 1975

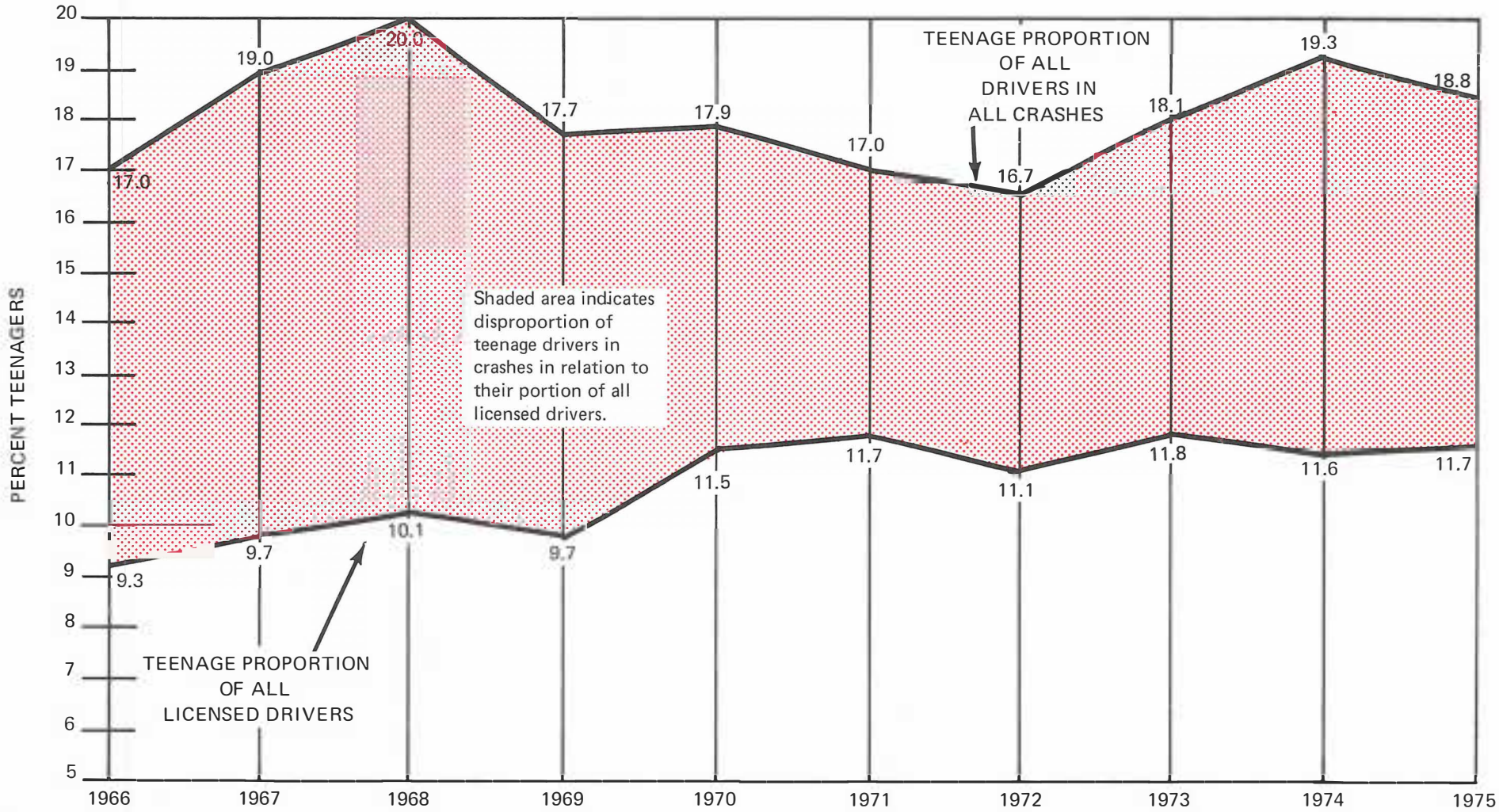
YEAR	TEENAGE	19 YEARS & OLDER	RATE (teenage driver/all other drivers)
1966	176,700	1,723,300	1/10
1967	189,150	1,760,850	1/9
1968	202,000	1,798,000	1/9
1969	196,425	1,828,575	1/9
1970	235,750	1,814,250	1/8
1971	248,625	1,876,375	1/8
1972	238,650	1,911,350	1/8
1973	258,510	1,941,490	1/8
1974	259,260	1,975,740	1/8
1975	263,900	2,011,100	1/8

PERCENT OF TEENAGE AND OTHER* LICENSED DRIVERS INVOLVED IN CRASHES, 1966 - 1975

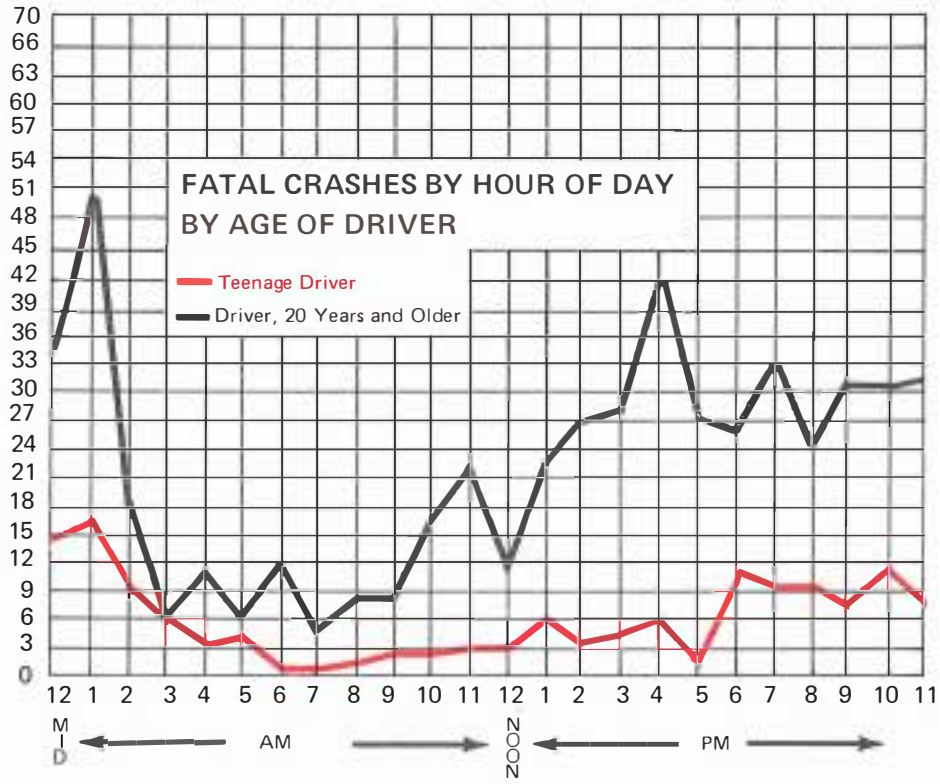


*Drivers with no age stated are not included

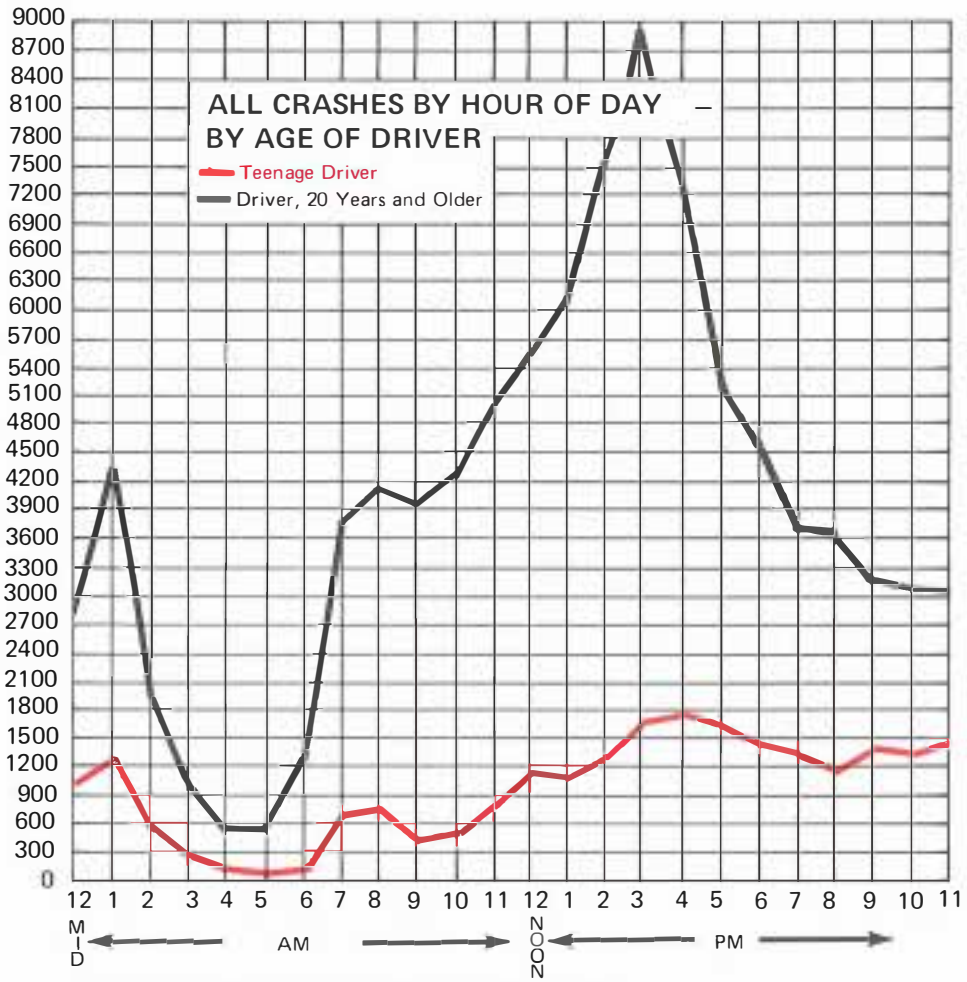
TEENAGE DRIVERS AS A PERCENT OF ALL LICENSED DRIVERS AND AS A PERCENT OF DRIVERS IN CRASHES, 1966 - 1975*



*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.

In 1975, there were 13,731 DWI (driving while intoxicated) convictions in Minnesota. Out of this group, 24.6 percent or 3,382 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 (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 1,488 in 1975, a 62 percent increase from 1974.

The number of 18-to-20-year-olds arrested for DWI jumped sharply after the age of majority was lowered in June, 1973, and the percentage of young people testing at or above .10 percent BAC has shown a slight annual increase since then. In 1974, 83 percent of the 18-to-20-year-olds tested had BAC's at or above .10; this percentage increased to 85 percent in 1975. A total of 1,157 young people were arrested for DWI in 1975, of whom 96 percent tested positive.

There were 431 drivers killed in motor vehicle crashes in 1975. Blood alcohol concentration was determined for 230 (53.4 percent) of these drivers, with 61.7 percent testing positive and 80.3 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 1975, almost 49 percent of the 142 alcohol-positive drivers were involved in multi-vehicle crashes. An additional 44 percent were involved in single-car "ran-off-the-road" and "fixed object" type crashes.

The largest number of positive-testing fatal cases occurred in May, June and October, with 16.9 percent, 11.3 percent and 12.7 percent respectively. The hours of midnight to 3 a.m. contributed 36.6 percent of all alcohol-positive driver fatalities, while the hours of 6-9 p.m. and 9 p.m. to midnight contributed the next highest proportions at 12 and 26.8 percent respectively.

Most driver fatalities occurred on rural trunk highways (180) or county roads (119). Rural trunk highways contributed 38 percent of the positive-testing fatalities and county roads contributed another 34 percent.

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 121 pedestrians killed in 1975, 37.2 percent were tested for alcohol. Of these 45 alcohol-tested fatalities, 26 had alcohol in their bloodstream, with 22 testing at or above .10 percent BAC level. The two age groups most frequently impaired by alcohol were the 18-to-20-year-olds and the 30-to-34-year-olds, comprising 19.2 percent and 15.4 percent respectively, of the total number testing positive.

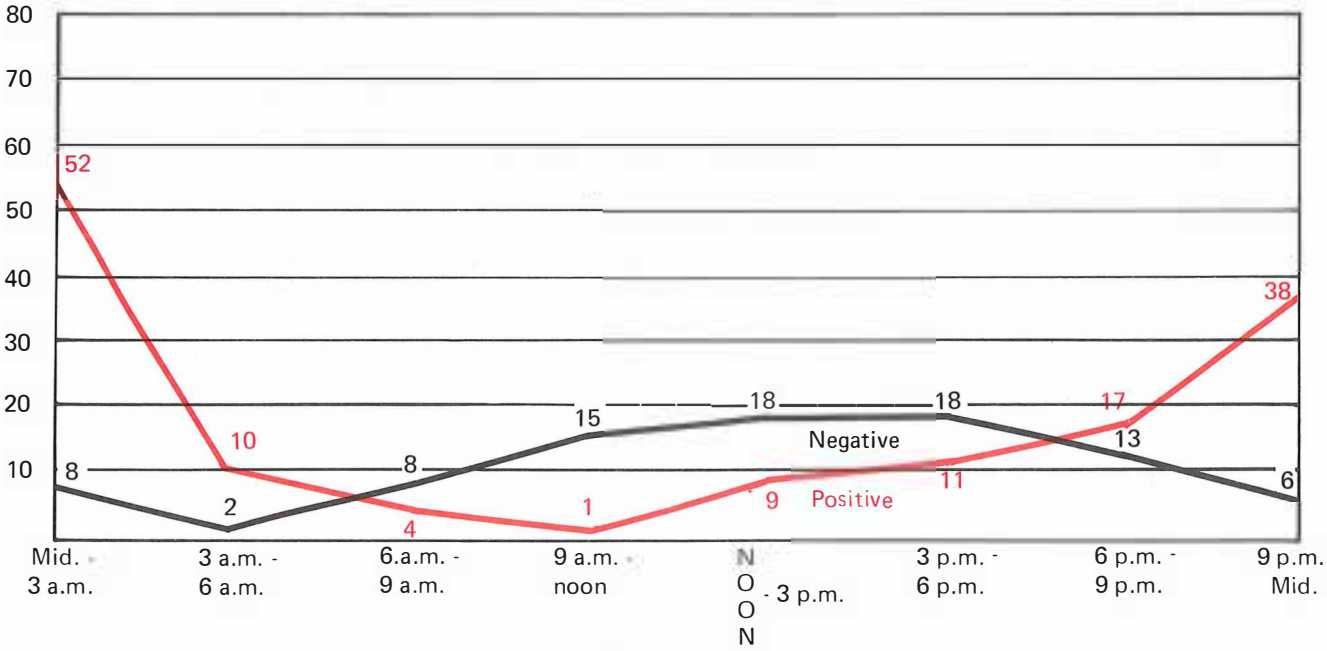
The largest portion of pedestrian positive-testing fatal cases occurred in June and February with 23.1 percent and 15.4 percent respectively. The hours of midnight to 3 a.m. stand out as contributing the majority of the positive-testing fatalities (38.5 percent) although most fatalities occurred between 6 p.m. and midnight. The hours of 6-9 p.m. contributed 11.5 percent of the positive-testing fatalities and the hours of 9 p.m. to midnight contributed 26.9 percent.

Pedestrian fatalities generally occurred on trunk-highways, county roads, or city streets, with county roads contributing the largest portion of positive-testing pedestrian fatalities (31 percent) and the largest number of fatalities (32).

ALCOHOL-POSITIVE DRIVER FATALITIES

TYPE OF CRASH	NUMBER OF DRIVER FATALITIES	PERCENT OF DRIVER FATALITIES
Multi-vehicle Collision	69	48.6%
Ran Off the Road	56	39.4
Collision With:		
Parked Vehicle	1	.7
Fixed Object	7	4.9
Animal, Other Object, Bicycle	0	0.0
Pedestrian	0	0.0
Railroad Train	5	3.5
Snowmobile	0	0.0
Non-collision Including Overturned	4	2.9
TOTALS	142	100.0%

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



DRINKING DRIVER FATALITY SUMMARY, 1969 - 1975

1969	%	1970	%	1971	%	1972	%	1973	%	1974	%	1975	%	
988		987		1,024		1,031		1,024		852		777		people were killed in motor vehicle crashes
504	51.0	488	49.5	510	49.9	567	54.9	561	54.8	501	58.8	431	55.5	drivers were killed
270	53.5	241	49.4	259	50.8	398	70.2	406	72.4	337	67.3	230	53.4	fatally injured drivers were tested for alcohol
147	54.5	142	59.0	155	59.8	229	57.5	240	59.1	202	60.0	142	61.7	of those tested had alcohol in their system (called positive cases)
122	82.9	122	85.9	126	81.3	177	77.3	206	85.8	171	85.2	114	80.3	of the positive cases were at or above the 0.10% level of intoxication
137	93.1	136	95.8	141	91.0	210	91.7	227	94.6	187	92.6	124	87.3	of the positive cases were male
10	6.9	6	4.2	14	9.0	19	8.3	13	5.4	15	7.4	18	12.7	of the positive cases were female
46	31.3	42	29.5	48	31.0	56	31.6	85	41.3	68	33.6	41	35.1	of the positive cases which tested 0.10% or higher occurred between midnight and 3 a.m.
63	42.9	58	40.8	75	48.4	100	43.7	105	43.8	93	46.0	81	57.0	of the positive cases were between the ages of 16 and 24
62	98.4	49	84.5	60	80.0	68	68.0	85	80.9	79	84.9	63	77.8	of the 16 to 24-year-olds testing positive were at or above 0.10%
33	22.4	22	15.5	34	21.9	38	16.6	21	8.8	9	4.5	9	6.3	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.

DRIVER FATALITIES, LEVEL OF INTOXICATION BY AGE

AGE	TOTAL KILLED	TOTAL TESTED	POSITIVE	BLOOD ALCOHOL CONCENTRATION (%) .010-.049	.050-.099	.100-.149	.150-.249	.250-over	PERCENT POSITIVE OF TOTAL TESTED IN AGE GROUP	PERCENT OF ALL POSITIVE
0-17	46	28	9	1	2	4	2	0	32.1	6.3
18-20	86	45	33	2	6	9	15	1	73.3	23.2
21-24	67	46	40	3	4	9	20	4	87.0	28.2
25-29	51	24	18	1	3	2	9	3	75.0	12.7
30-34	31	16	10	1	1	4	4	0	62.51	7.1
35-39	19	13	7	1	0	0	4	2	53.8	4.9
40-44	21	10	5	0	0	1	3	1	50.0	3.5
45-49	19	11	7	1	1	0	5	0	63.6	4.9
50-54	15	11	7	0	0	0	4	3	63.6	4.9
55-59	18	6	2	0	0	1	0	1	33.3	1.4
60-64	9	4	0	0	0	0	0	0	0	0
65-up	48	16	4	1	0	1	2	0	25.0	2.8
Unknown	1	0	0	0	0	0	0	0	0	0
TOTALS	431	230	142	11	17	31	68	15	61.7	100.0

DRIVER FATALITIES' LEVEL OF INTOXICATION BY TIME OF CRASH

TIME	TOTAL KILLED	TOTAL TESTED	TOTAL POSITIVE	BLOOD ALCOHOL CONCENTRATION (%) .010 - .049	.050 - .099	.100 - .149	.150 - .249	.250 - over	PERCENT OF ALL POSITIVE
Mid-3am	105	60	52	2	10	9	24	7	36.6%
3am-6am	26	12	10	1	0	6	3	0	7.0%
6am-9am	19	12	4	0	1	0	2	1	2.8%
9am-Noon	31	16	1	0	0	0	1	0	.7%
Noon-3pm	48	27	9	0	0	1	7	1	6.3%
3pm-6pm	61	29	11	3	2	3	2	1	7.7%
6pm-9pm	60	30	17	2	2	2	10	1	12.0%
9pm-Mid	76	44	38	3	2	10	19	4	26.8%
Unknown	5	0	0	0	0	0	0	0	0%
TOTALS	431	230	142	11	17	31	68	15	100.0%

DRIVER FATALITIES' LEVEL OF INTOXICATION BY MONTH OF CRASH

MONTH	TOTAL KILLED	TOTAL TESTED	TOTAL POSITIVE	BLOOD ALCOHOL CONCENTRATION (%) .010 - .049	.050 - .099	.100 - .149	.150 - .249	.250 - over	PERCENT OF ALL POSITIVE
January	20	12	6	0	0	1	4	1	4.2%
February	20	14	8	2	1	2	2	1	5.6%
March	26	8	4	0	1	0	3	0	2.8%
April	24	17	14	0	4	2	7	1	9.9%
May	51	34	24	5	2	7	8	2	16.9%
June	33	23	16	1	3	6	5	1	11.3%
July	48	13	7	1	0	2	4	0	4.9%
August	52	11	5	0	0	0	5	0	3.5%
September	45	22	13	0	1	3	7	2	9.2%
October	50	33	18	2	4	3	8	1	12.7%
November	30	20	13	0	1	2	6	4	9.2%
December	32	23	14	0	0	3	9	2	9.9%
TOTALS	431	230	142	11	17	31	68	15	100.0%

DRIVER FATALITIES' LEVEL OF INTOXICATION BY ROAD CLASS OF CRASH

ROAD CLASS	TOTAL KILLED	TOTAL TESTED	TOTAL POSITIVE	BLOOD ALCOHOL CONCENTRATION (%) .010 - .049	.050 - .099	.100 - .149	.150 - .249	.250 - over	PERCENT OF ALL POSITIVE
INTERSTATE rural	7	2	2	0	0	0	1	1	1.4%
INTERSTATE urban	11	5	4	0	1	0	1	2	2.8%
TRUNK HWY rural	180	103	54	6	3	8	31	6	38.0%
TRUNK HWY urban	56	31	18	1	5	5	7	0	12.7%
COUNTY ROAD	119	62	48	2	5	12	23	6	33.8%
CITY STREET	34	16	10	0	1	4	5	0	7.0%
TOWNSHIP ROAD	24	11	6	2	2	2	0	0	4.2%
TOTALS	431	230	142	11	17	31	68	15	100.0%

DWI CONVICTIONS, 1966 - 1975

1975	13,731
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

THE IMPLIED CONSENT LAW, 1966 - 1975

1975	1,488
1974	920
1973	871
1972	568
1971	423
1970	855
1969	691
1968	166
1967	22
1966	22

REPEAT DWI CONVICTIONS, 1967 - 1975

	1967	1968	1969	1970	1971	1972	1973	1974	1975
Second Conviction	708	983	1,162	1,316	1,454	1,716	1,480	1,803	2,364
Third Conviction	200	228	276	351	370	419	479	591	755
Fourth Conviction	34	48	41	64	57	98	102	1431	194
Fifth Conviction	7	7	10	22	23	24	20	20	44
Sixth Conviction	2	4	3	3	6	4	6	10	17
Seventh Conviction	0	0	0	3	1	2	7	2	3
Eighth Conviction	0	0	0	1	2	2	0	0	4
Ninth Conviction	1	0	0	0	1	0	0	0	1
Tenth Conviction	0	0	0	0	1	0	0	0	0
Eleventh Conviction	0	0	0	0	0	1	0	0	0
Twelfth Conviction	0	0	0	0	0	1	0	0	0
Total Repeat Convictions	952	1,270	1,492	1,760	1,915	2,267	2,094	2,589	3,382
Total DWI Convictions	5,977	7,431	8,471	8,634	9,687	11,303	13,047	13,325	13,731
Percent Repeat Convictions	15.9%	17.1%	17.6%	20.4%	19.8%	20.1%	16.0%	19.4%	24.6%

HIGHWAY PATROL DWI ARRESTS AND CONVICTIONS, 1966 - 1975

YEAR	NUMBER ARRESTS	NUMBER CONVICTIONS	PERCENT CONVICTIONS
1975	5,045	2,642	52.4
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

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

AGE	TOTAL TESTED	TOTAL NEGATIVE	BLOOD ALCOHOL CONCENTRATION (%) .010 - .049	.050 - .099	.100 - .149	.150 - .249	.250 - over	TOTAL POSITIVE	% OF AGE GROUP POSITIVE	PERCENT OF TOTAL TESTING POSITIVE
Not Stated	751	24	9	37	138	455	88	727	97%	11%
17 and Under	250	16	12	44	182	93	3	234	94%	4%
18-20	1,157	41	26	107	320	621	42	1,116	96%	17%
21-24	1,046	36	20	69	201	660	60	1,010	97%	15%
25-34	1,425	27	13	44	198	945	198	1,398	98%	22%
35-44	833	17	3	10	72	531	200	816	98%	13%
45-54	675	20	4	13	62	400	176	655	97%	10%
55-64	412	8	1	8	45	254	96	404	98%	6%
65-over	148	10	3	12	28	77	18	138	93%	2%
TOTALS	6,697	199	91	344	1,146	4,036	881	6,498	97%	100%

BLOOD ALCOHOL LEVELS IN STATEWIDE DWI ARRESTS, 1970 - 1975
(SAMPLES ANALYZED BY STATE LABORATORY)

	Blood 1970	Blood 1971	Blood 1972	Blood 1973	Breath* 1973	Blood 1974	Breath 1974	Blood 1975	Breath 1975
Negative	151	166	193	218	87	210	94	199	112
010-049	86	52	80	83	309	98	191	91	209
050-099	176	229	237	276	820	298	991	344	826
100-149	612	469	676	780	2,725	1,019	3,642	1,146	3,087
150-199	1,343	1,653	1,985	1,830	4,048	2,021	4,715	2,175	4,299
200-249	905	1,063	1,422	1,660	2,548	1,847	2,746	1,861	2,595
250-299	293	570	658	630	826	718	864	678	755
300-349	54	74	141	161	181	182	181	169	172
350-Over	12	27	33	81	39	40	35	34	19
Total Samples Submitted	3,632	4,303	5,425	5,719	11,583	6,433	13,459	6.697	12,074
Total Samples with Illegal BAC	3,219	3,856	4,915	5,142	10,367	5,827	12,183	6,063	10,927

*Breathalyzer samples were not available prior to 1973

DRINKING PEDESTRIAN FACTS, 1969 - 1975

1969	%	1970	%	1971	%	1972	%	1973	%	1974	%	1975	%	
114		149		157		132		149		106		121		Pedestrians were killed in motor vehicle crashes*
34	29.8	41	27.5	44	28.0	67	50.8	73	49.0	46	43.4	45	37.2	fatally injured pedestrians were tested for alcohol
17	50.0	20	48.8	30	68.2	31	46.3	30	41.1	28	60.8	26	57.8	of those tested had alcohol in their system (called positive cases)
15	88.2	14	70.0	23	76.7	26	83.9	23	76.7	25	89.2	22	84.6	of the positive cases were at or above the 0.10% level of intoxication
2	11.8	3	15.0	10	33.3	4	12.9	4	3.3	5	17.8	2	7.7	of the positive cases were 65 or older
1	5.9	3	15.0	5	16.7	9 1	29.0	3	10.0	3	10.7	1	3.8	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.

PEDESTRIAN FATALITIES, LEVEL OF INTOXICATION BY AGE

AGE	TOTAL KILLED	TOTAL TESTED	TOTAL NEGATIVE	BLOOD ALCOHOL CONCENTRATION (%) .010 - .049	.050 - .099	.100 - .149	.150 - .249	.250 - over	TOTAL POSITIVE	PERCENT OF AGE GROUP TESTING POSITIVE	PERCENT OF ALL POSITIVE CASES
0-15	38	3	3	0	0	0	0	0	0	0.0%	0.0%
16-18	6	4	3	0	0	0	1	0	1	33.3%	3.8%
18-20	8	6	1	0	0	1	4	0	5	83.3%	19.2%
21-24	7	3	0	0	0	0	2	1	3	100.0%	11.5%
25-29	5	3	1	0	0	0	2	0	2	66.7%	7.7%
30-34	5	4	0	0	1	0	2	1	4	100.0%	15.4%
35-39	1	0	0	0	0	0	0	0	0	0.0%	0.0%
40-44	5	3	1	0	0	1	0	1	2	66.7%	7.7%
45-49	1	0	0	0	0	0	0	0	0	0.0%	0.0%
50-54	6	4	2	0	1	0	0	1	2	50.0%	7.7%
55-59	4	3	1	0	0	0	1	1	2	66.7%	7.7%
60-64	7	4	1	0	0	1	0	2	3	75.0%	11.5%
65-up	28	8	6	1	1	0	0	0	2	25.0%	7.7%
TOTALS	121	45	19	1	3	3	12	7	26	57.8%	100.0%

PEDESTRIAN FATALITIES' INCIDENCE OF INTOXICATION BY TIME OF CRASH

TIME	TOTAL KILLED	TOTAL TESTED	TOTAL POSITIVE	PERCENT OF TOTAL TESTING POSITIVE
M-3am	12	11	10	38.5%
3-6am	4	2	2	7.7%
6-9am	6	1	0	0.0%
9am-N	9	4	1	3.8%
N-3pm	16	2	0	0.0%
3-6pm	21	3	1	3.8%
6-9pm	29	7	3	11.5%
9pm-M	21	13	7	26.9%
Unknown	3	2	2	7.7%
TOTAL	121	45	26	100.0%

PEDESTRIAN FATALITIES' INCIDENCE OF INTOXICATION BY MONTH OF CRASH

MONTH	TOTAL KILLED	TOTAL TESTED	TOTAL POSITIVE	PERCENT OF TOTAL TESTING POSITIVE
January	4	1	0	0.0%
February	11	5	4	15.4%
March	5	2	1	3.8%
April	9	2	2	7.7%
May	11	5	3	11.5%
June	11	10	6	23.1%
July	15	4	2	7.7%
August	9	2	2	7.7%
September	12	2	0	0.0%
October	13	5	1	3.8%
November	13	4	3	11.5%
December	8	3	2	7.7%
TOTAL	76	45	26	100.0%

PEDESTRIAN FATALITIES' INCIDENCE OF INTOXICATION BY ROAD CLASS OF CRASH

ROAD CLASS	TOTAL KILLED	TOTAL TESTED	TOTAL POSITIVE	PERCENT OF TOTAL TESTING POSITIVE
INTERSTATE-rural	0	0	0	0.0%
INTERSTATE-urban	4	4	3	11.5%
TRUNK HWY-rural	29	10	6	23.1%
TRUNK HWY-urban	28	13	7	26.9%
County Road	32	13	8	30.8%
City Street	24	4	1	3.8%
Township Road	4	1	1	3.8%
TOTAL	121	45	26	100.0%